

**THE
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FORCE
AUXILIARY**

CIVIL AIR PATROL NEWS

**Vol. 34, No. 9
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OCTOBER
2002**

Civil Air Patrol National Headquarters

“WHERE IMAGINATION TAKES FLIGHT!”SM

Maxwell Air Force Base, Ala.

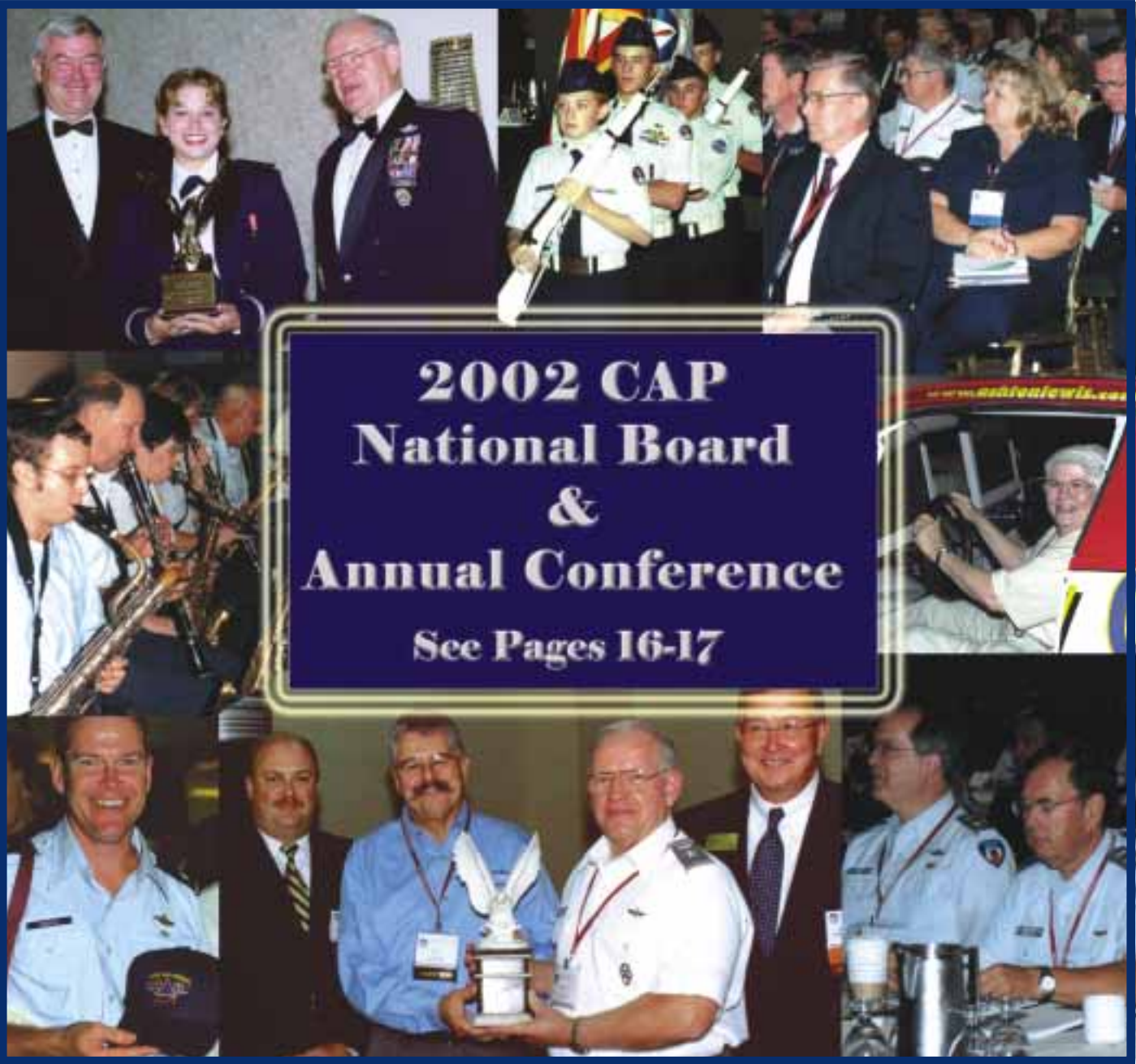
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members die during
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Periodical
Publication

Changes of address: Changes of address must be sent to CAP National Headquarters by one of the following methods: e-mail to dpp@capnhq.gov; fax to (334) 953-4262; or mail to CAP/DPP, Attn: Change of Address, 105 South Hansell St., Maxwell AFB, AL 36112-6332. Please include complete address, including nine-digit Zip Code.



**‘MARSbound’
12 Utah Wing cadets
spend five days
experiencing life on the
“Red Planet”**

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3 Tennessee Wing members die in crash; plane goes down in mountainous terrain

TENNESSEE — Three Tennessee Wing members were killed Aug. 10 when the Civil Air Patrol C-182 they were flying during a weekend mountain-flying exercise crashed into the mountains of northern Anderson County, Tenn., about 40 miles northwest of Knoxville.

Killed in the crash were: Instructor pilot Gerald McLinn, 47, of Group 1 Headquarters; and pilots Fred Vatcher, 64, of Dyersburg Senior Squadron; and Chuck Hall, 39, of McGhee Tyson Composite Squadron.

"We have no idea what happened," said Col. Joe Meighan III, commander of the Tennessee Wing. When you lose one of your own, it's difficult. You have to look past your emotions. You've lost men you've known for many years. This has been real hard on us."

According to Capt. Jim Lawson, public affairs officer for the Tennessee Wing, all three men were experienced and highly trained pilots, and Vatcher and Hall had trained in similar mountain flying exercises before.

"Understand that all of these men were licensed, experienced pilots — not student pilots," said Lawson.

The search mission began at

about 5 p.m. when the flight, which departed from downtown Knoxville's Island Home Airport, did not make it back.

Wing members used an emergency locator transmitter direction

giving. Obviously there are a lot of elevation changes. A lot of dynamics with the wind. And just the profile of the flight is fairly unforgiving," said Lawson.

"[Mountain flying] is one of those skills you hope you will never have to use. Unfortunately, East Tennessee and North Carolina get their fair share of folks flying into the mountains in inclement weather, and it's a skill we get asked to use with some regularity," Lawson stated.

According to officials, the cause of the crash is under investigation by the National Transportation Safety Board and Federal Aviation Administration.

In an e-mail to staff and concerned members, J. Scott Hamilton, CAP National Headquarters assistant executive director, wrote: "Our pilots are some of the best-trained in the world, as reflected by our enviable safety record for the past few years. However, situations like this remind us that we must never lose sight of the dangers our volunteers face in all of our flying missions."

"As we reflect upon our loss, may I ask each of you to keep the families and friends of the victims, who will be deeply affected by this accident, in your thoughts and prayers."



Chuck Hall

Gerald McLinn

Fred Vatcher

finder to locate the wreckage.

The three victims' remains were later located by a wing ground team and local law enforcement search and rescue teams. Their bodies were taken to the University of Tennessee Medical Center by helicopter.

According to Meighan, it took the ground teams about 4 1/2 hours to hike into the crash site. "They found it in total darkness. They were some dedicated volunteers!"

Local civilians with all-terrain vehicles also helped get the teams up to the site.

Wing officials stated it was too early to speculate as to what went wrong. "The terrain is less than for-

NE aircrew locates downed Cessna C-152

Lt. Col. Kenneth A. Jurek

*Director Marketing & Public Relations
Nebraska Wing CAP*

NEBRASKA — The Nebraska Wing was notified by the Air Force Rescue Coordination Center at Langley Air Force Base, Va., Aug. 13 at 12:48 p.m. CDT of an activated emergency locator transmitter signal from a possible crashed aircraft in the vicinity of Wahoo, Neb.

This notification followed an earlier notice of an aircraft making an off-airport landing in the same general area three days prior. The notification followed an earlier notice of an aircraft making an off-airport landing in the same area three days prior.

At 1:50 p.m., mission coordinator Lt. Col. William Burton dispatched one of the wing's C-182s locate the area where the ELT signal was coming from. The plane was piloted by Capt. Robert Todd and Barry Taylor, both with the Omaha Composite Squadron.

Burton and his staff initially thought the signal was

from the earlier notification because that aircraft was scheduled to be transported to the Wahoo airport and the ELT may have been activated during the move. However, within five minutes of departure, the wing aircraft acquired an ELT transmission and determined the signals were not coming from Wahoo.

After performing a direction-finding search, the aircrew located the site at 2:25 p.m. in a cornfield five miles south of Mead, Neb. The downed Cessna C-152 was upside down and there was no sign of activity.

A ground team was launched from wing headquarters, and the Saunders County Sheriff's Department sent two cars with deputies to the site. The aircrew remained overhead and directed the ground team and deputies to the site. After guiding the county coroner to the crash site, the aircrew was released and the ground team, after deactivating the ELT, departed.

There were no survivors, and the National Transportation Safety Board and Federal Aviation Administration were investigating.

CIVIL AIR PATROL NEWS

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Al Allenback

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Photos: Photos should be sent electronically or by mail using the above address. If sent electronically, send to e-mail address above as attachments. Preferred formats are TIF and JPG. Be sure to include photo credits and cutline information, and an electronic copy of the story they are associated with. If from a digital camera, resolution can be no less than 800x600; if scanned, 203dpi resolution is preferred. If photos are mailed, be sure to send them with cutline and photo credit information, and a copy of the story they are associated with.

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Bob Sharpe, 21-year depot employee, passes away

NATIONAL HEAD-QUARTERS — Robert C. Sharpe, an aerospace education specialist and 21-year veteran of the CAP Supply Depot, passed away Sept. 23 in Amarillo, Texas.

Sharpe's work in the AE field had a great impact on teachers and students throughout America. His publication, the CAP Aerospace Education Catalogue, has been used by an estimated 10,000 teachers and impacted the education of more than 100,00 students. He was recognized as

See Sharpe ... Page 5



Bob Sharpe

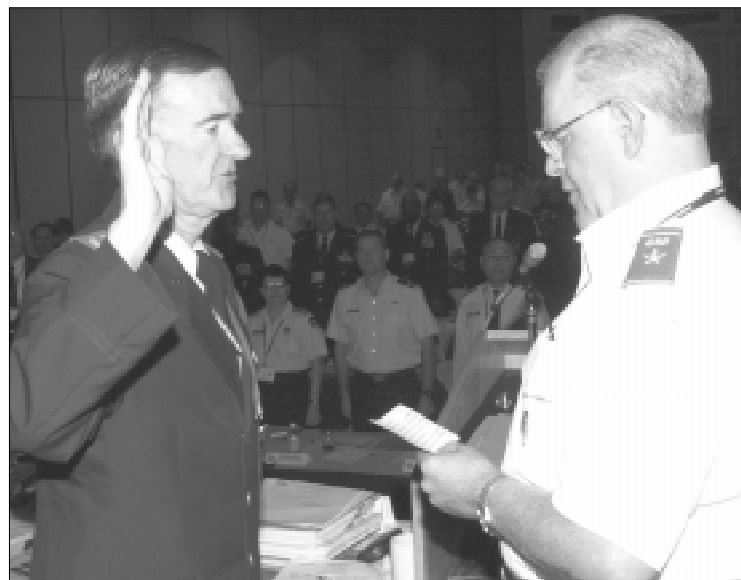
CAP National Board meets in Philadelphia

NATIONAL HEAD-QUARTERS — The Civil Air Patrol's board of governors met Aug. 17 in Philadelphia during the organization's "Eyes of the Home Skies" annual conference.

More than 1,000 CAP volunteer members from throughout the nation were present for the four-day conference, which began Aug. 14. Training sessions and the presentation of national awards were also a part of the program.

Items discussed during the meeting were CAP's involvement in national homeland security efforts and the CAP NASCAR program.

Board member Air Force Maj. Gen. General Randall Schmidt told the board all domestic and civil agencies with ties to the U.S. Air Force have been grouped under the Air Staff Directorate of Homeland Security, directed by Brig. Gen. Dave Cleary. According to Schmidt, the secretary of the Air Force and Air Force chief



CAP National Vice Commander Col. Dwight Wheless, left, takes his oath of office from CAP National Commander Brig. Gen. Richard L. Bowling, after being reelected by members of the CAP National Board in Philadelphia.

of staff are encouraging a working relationship between CAP and the Air Force under the Homeland Security/Homeland Defense Office. Schmidt said Cleary intends to more clearly define CAP's role in homeland security in the months to come.

CAP performs more than 85 percent of all inland search and rescue missions, as tasked by the Air Force, throughout the nation.

"We believe a trained, equipped and ready volunteer civilian auxiliary can provide significant support

for homeland security operations at the federal, state and local levels. We directly support the three Air Force Homeland Security Task Force mission areas — prevent, protect and respond — and add a fourth area of our own — prepare," said CAP National Commander Brig. Gen. Richard Bowling.

Also at the Saturday meeting, members of the CAP board voted to continue the group's NASCAR racing program for the coming year. CAP sponsors driver Ashton Lewis Jr. and the #46 Chevrolet Monte Carlo in the NASCAR Busch Series. The first nonprofit organization in the nation to sponsor a NASCAR race car, CAP is using this venue to make its name more recognizable to the general public.

The board of governors also addressed a number of budgetary and personnel issues during the meeting.

The board's next meeting is scheduled for Dec. 3 in Arlington, Va.

AT A GLANCE

Correction

In the August-September 2002 issue, Capt. Donald L. Jacobson was mistakenly listed in the Final Salute section on Page 26 as a member of Minnesota Wing's Selfridge Composite Squadron. Jacobsen was a member of Minnesota Wing's County Senior Squadron. In addition, the Selfridge squadron falls under the Michigan Wing, and is a cadet squadron.

NY member receives POVA award

NEW YORK — Lt. Col. David J. Albanese, commander of New York Wing's Buffalo Composite Squadron, was honored with a life membership in the Psychological Operations Veteran's Association during a reunion in Baltimore, Md.

POVA President Jack O'Neil made the presentation to Albanese in recognition for his dedication and service to the organization. POVA is composed of U.S. military veterans who have served in psychological operations and their family members.

Albanese has been a CAP member since 1977. He is also a U.S. Army Gulf War veteran and a graduate of the U.S. Air Force Search Management Course.

Alumni association elects officers

NATIONAL HEADQUARTERS — The National Staff College Alumni Association held its annual meeting in Philadelphia during the CAP's annual conference.

The association elected the following officers: President — Lt. Col. Rob Smith (CAP National Headquarters); Vice president — Lt. Col. Constance O'Grady (Northeast Region); Secretary — Lt. Col. Peggy Myrick (California Wing); and Treasurer — Maj. John Desmarais, (CAP National Headquarters).

The association voted on a number of matters to include partial sponsoring of a NSC social, sponsoring an outstanding cadet award for Cadet Officers School,

developing regional association representatives and developing an association Web site.

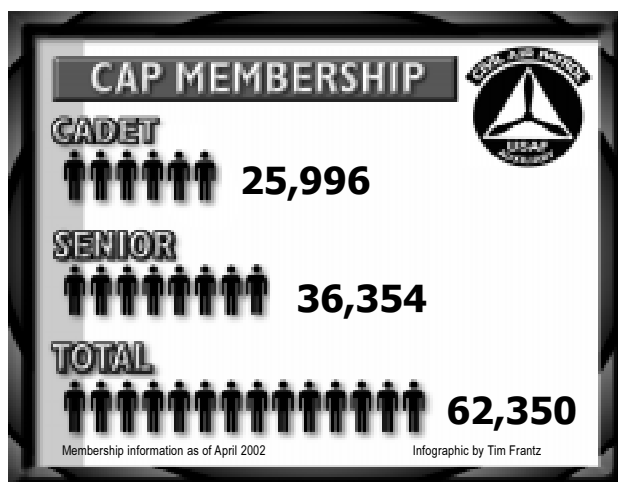
Membership in the association is limited to graduates of Civil Air Patrol's National Staff College.

SC member receives Eagle Scout

SOUTH CAROLINA — Cadet Senior Master Sgt. Ben Granger of South Carolina Wing's York Composite Squadron has been awarded Eagle Scout by the Boy Scouts of America.

Eagle Scouts must perform a community service project before receiving their awards. Granger's project was building a nature trail that is now heavily used by local schools for education in the sciences. Granger and fellow Scouts spent 110 hours building the trail.

Granger joined CAP in 2001 and is the squadron's first sergeant.



CAP SAFETY STATS			
	Jul	FY 02	FY 01
Fatalities	2	2	0
Serious injury	2	4	3
Bodily injury	5	13	13
Vehicle mishaps	2	9	15
Aircraft incidents	2	28	25
Aircraft accidents	3	6	4

George D. Hardy Award winner

Ops director receives local, national AFA honors

Melanie LeMay
Public Relations Specialist
CAP National Headquarters

NATIONAL HEADQUARTERS — The director of Operations at Civil Air Patrol National Headquarters received an Air Force Association State Member of the Year award and AFA's national-level George D. Hardy Award Sept. 14.

John Salvador, a CAP director and member of AFA's Chapter 102 in Montgomery, Ala., received the state award Aug. 21 from Albert A. Allenback, Chapter 102 president and executive director of CAP National Headquarters, during a chapter meeting at the Maxwell Air Force Base Officers' Club. He received the Hardy award Sept. 14 at AFA's 2002 Aerospace Technology Exposition in Washington, D.C.

The AFA is made up of both active-duty and retired members of the Air Force, as well as local business leaders who support AFA as community partners.

"John's selection for this award



CAP Director of Operations John Salvador, center, displays the Air Force Association's George D. Hardy Award that was presented to him during AFA's 2002 Aerospace Technology Exposition in Washington, D.C., Sept. 14. Standing with Salvador are, from left, Jack Price, chairman of AFA's Aerospace Education Foundation, and retired Air Force Maj. Gen. Dick Goetze, AEF president.

recognizes the outstanding contributions he's made as state vice president for aerospace education in promoting and coordinating aerospace education activities throughout Alabama," said Allenback. "His work as chapter vice president for leadership development has been equally important in making the Montgomery chapter the progressive, dynamic organization it is.

In addition to the state award, Salvador was named by the national AFA for the Hardy award earlier this year. In his previous position as CAP chief of aerospace education, Salvador coordinated the CAP aerospace education program with the AFA's Aerospace Education Foundation.

"I feel very honored to have been selected for these awards," Salvador said. "Inspiring our nation's youth to excel in many traditional subjects with the use of aerospace themes is a critical mission of both the Air Force Association and Civil Air Patrol.

I'm proud to be a small part of the large team that serves that mission."

Salvador, a Connecticut native, is a graduate of the U.S. Air Force Academy. He served in the U.S. Air Force for 21 years as both a mission pilot and an instructor pilot, and retired as a lieutenant colonel.

He and his wife, Debbie, have three sons and live in Prattville, Ala.

Personnel Directorate now has toll-free access

NATIONAL HEADQUARTERS — Civil Air Patrol members have been forced to call national headquarters for much-needed assistance and information at their own expense. But now, the CAP National Headquarters Personnel Directorate has toll-free access.

"One of the first things I noticed when I joined the headquarters team was that our members did not have access to a toll-free customer service line," said Personnel Director Col. Scott Richards said. "Our goal in Personnel is to provide first-rate customer service to all members and commanders and that cannot be done without toll-free access. After many months of discussions and negotiations with both the Air Force and contractors, we are pleased to announce that a toll-free number is now in place along with a new phone system to accommodate the volume of calls we expect to receive."

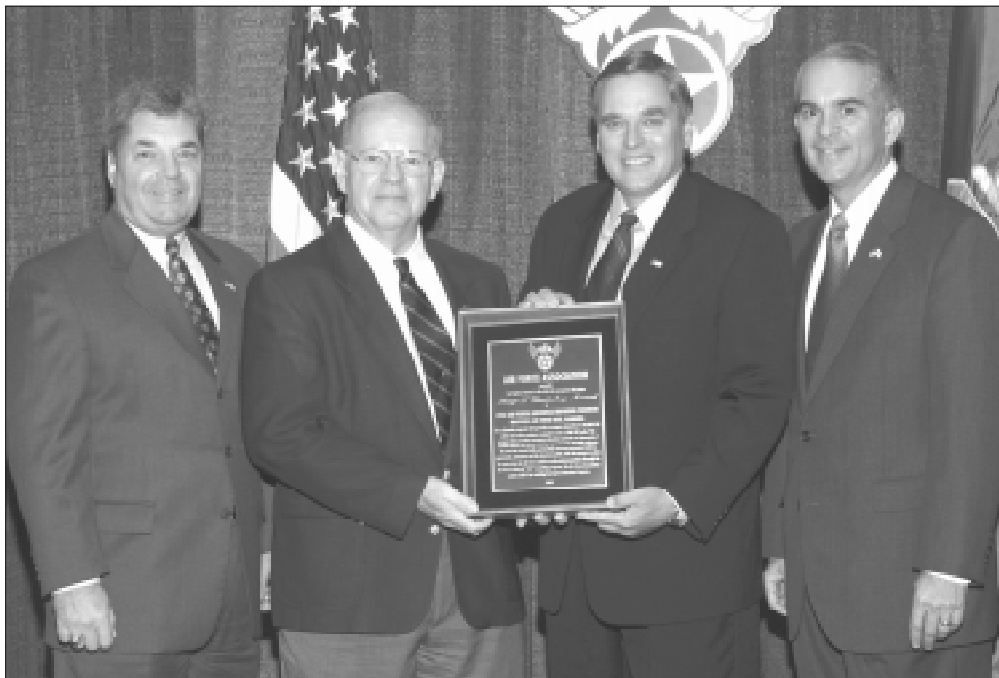
Members may now call 1 (877) 227-9142 between the hours of 7:30 a.m. and 4:30 p.m. CDT and get assistance from the headquarters Personnel staff. A menu of options is available, as well as a directory of Personnel employees in the event you wish to speak to a specific staff member.

At the present time, this toll-free number cannot be used to access any other headquarters directorates. However, as one of his first duties as executive director, Al Allenback has tasked the headquarters team with investigating the possibility of modifying the new Personnel system to fit the potential needs of the entire headquarters.

While it may be some time before toll-free access is available for the entire national headquarters, members may now use the 877 number for toll-free access to Personnel.

CAP receives AFA's Hoyt S. Vandenberg Award

CAP National Commander Brig. Gen. Richard L. Bowling, second from left, and CAP National Headquarters Executive Director Albert A. Allenback proudly display the Air Force Association's Hoyt S. Vandenberg Award that was presented to Civil Air Patrol Sept. 17 for its exceptional aerospace education program. Standing with the CAP leaders are, from left, AFA President John Politi and AFA Board Chairman Tom McKee. The presentation was made Sept. 17 during AFA's 2002 Aerospace Technology Exposition in Washington, D.C. According to AFA officials, the Vandenberg award was awarded to CAP because its aerospace education program was making the "most outstanding contribution in the aerospace education field."



Historical foundation continues to preserve CAP heritage

NATIONAL HEADQUARTERS — The Civil Air Patrol Historical Foundation, founded in 1997, continues its work to preserve and promote the proud history and heritage of the CAP — the civilian auxiliary of the U.S. Air Force — and World War II CAP Coastal Patrol.

The foundation, supported by contributions from CAP members and others with ties to CAP's 60-year history, has raised some \$25,000 to date to support its work.

Prominent World War II CAP veteran Owen Gassaway of Lantana, Fla., has just added to this total with a donation of \$1,000 cash and a restored Stinson 10A in Coastal Patrol colors for future museum display.

CAPHF funds are used in the following ways: 1) Preserve, restore and display historic CAP aircraft; 2) Design and place exhibits on CAP in aviation museums; 3) Reproduce CAP memorabilia for educational purposes; 4) Acquire and protect donated CAP artifacts; and 5) Prepare for a national museum of the CAP.

In 2002, the Internal Revenue Service conducted their five-year review of CAPHF operations and issued a final ruling confirming CAPHF as a 501c3 foundation for public education purposes. All contributions to CAPHF are, and re-

main, tax-deductible.

The following details what the CAPHF is presently working on.

Establishment of secure, fire-safe archives. With CAP artifacts often held in private collections in attics and basements, CAPHF established in 2001 a professional, contract archives for a core collection of CAP artifacts and memorabilia. CAPHF's constitution and bylaws assure that its holdings, now filling more than 50 containers, will be preserved for a future CAP museum without personal interest or profit to any individual.

Acquisition of a former CAP museum. To speed acquisition of a core collection of CAP artifacts, and to rescue a large collection from inhospitable storage, the Foundation acquired (through purchase and donation) the holdings of a CAP museum planned for South Florida in the 1980s. This "turnkey" collection will be safe from fire, theft or further deterioration.

Hopper Collection. In 2001, the Foundation received a collection of World War II Coastal Patrol photographs and artifacts by arrangement with a distinguished former CAP national historian and CAP headquarters. This collection is unique because it includes photos shot by CAP subchasers, thus revealing a very human, day-to-day view of World War

II anti-sub operations by civilian CAP pilots in light planes.

Oral Histories on Video. The foundation has interviewed a dozen key World War II Coastal Patrol veterans on audio and video tape for use in a future museum.

Planning for a CAP National Museum. The foundation has evaluated approximately 20 venues in eight locations as possible sites for a future CAP national museum. The CAPHF board of directors was briefed on this work, and the status of a project for the Air Force Museum, at its annual meeting Aug. 16 at the CAP National Board in Philadelphia.

Aircraft restoration. The foundation continues to assist aircraft restorers who elect to restore veteran CAP planes in their original CAP markings. A newly restored Stinson 10A will debut this fall from the Mississippi Wing of the Commemorative Air Force with insignia funded and provided by the CAPHF.

Some six World War II, postwar and Cold War CAP aircraft are now associated with CAPHF and its officers. Two Stinson 10As, two his-

toric Fairchild 24s, and a T-34 are held by the Planes of History Foundation under CAPHF deputy director Jack Faas. CAPHF Executive Director Steketee maintains a 1948 USAF L-16B CAP search plane for air show and CAP unit display.

Historical items are available from the CAPHF. Among them: Maine to Mexico, the most recent history of World War II Coastal Patrol anti-sub operations; a colorful 1950s "On the Air Force Team" poster featuring vintage Air Force fighters and CAP search planes; and a 12-minute "CAP Subchasers of World War II" video featuring the rare photos of the Hopper Collection. A \$15-\$20 donation is requested.

Available in limited quantities are CAPHF patches and flight bag stickers based on renown artist Zack Mosley's famous "Little Plane — Big Bomb" insignia for World War II Coastal Patrol Base 3, adopted with permission as the symbol of the CAPHF.

For more information, write Drew Steketee, 21212 Sweetgrass Way, Ashburn VA 20147.



C-172 crash injures 2 NC Wing members

Lt. Col. Anthony Biondo Jr.
Director, Public Affairs
North Carolina Wing

NORTH CAROLINA — A North Carolina Wing Cessna with two members on board crashed at noon Sept. 10 near the Twin Lakes Airport in Winston-Salem, N.C.

Wing members David Gamble of the 141st SAR Composite Squadron and Ben Blankenship of the Winston-Salem Composite Squadron were flying the C-172 on a routine proficiency flight when the plane went down.

Quick thinking personnel from the Twin Lakes Airport saw the accident take place and rushed to the scene to assist Gamble and Blankenship. They immediately cut off the plane's gas source and

disconnected the battery.

Both occupants of the aircraft received injuries in the crash and were transported to the Winston-Salem Baptist Hospital for treatment.

The National Transportation Safety Board arrived on the crash site and began conducting the official investigation.

Members of the Winston-Salem Composite Squadron conducted crash-site surveillance.

North Carolina Wing Vice Commander Lt. Col. Tink Schaffer and Winston-Salem Composite Squadron Capt. Don Babcock assisted in the wing's investigation process.

All appropriate CAP officials at the region and national headquarters level were contacted.

The cause of the crash is still being investigated by the NTSB.

Sharpe . . . from Page 3

one of the top 10 aviation and space science specialists in the country.

Sharpe was an active guest presenter at numerous teacher workshops, including the Aerospace Education Symposium held at the U.S. Air Force Academy, where he received the A. Scott Crossfield Aerospace Education Award in 1999. Sharpe also received two prestigious Crystal Eagle awards from CAP's Rocky Mountain and Great Lakes regions, and CAP's Brig. Gen. Charles E. "Chuck" Yeager Aerospace Education Award.

Sharpe volunteered numerous hours teaching children, their teachers and families about basic and advanced rocketry throughout the Texas Panhandle area. He also taught at Amarillo ISD, Amarillo Accelerated Learning Center, private schools, and 4-H clubs. He also conducted several space camps throughout the West Texas area.

Sharpe is survived by his wife, Judith "Judy" Anne Smith, and a brother and two sisters.

The family suggests memorials be sent to the Sharpe Family Scholarship Fund, 3440 Bell St., Suite 328, Amarillo, TX 79109.



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#PS-A2W/XL (X-Large 18-20)

Side Entry Pocket #	Size
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CAP742DCC	small / regular length
CAP742DCD	small / long length
CAP742DCE	medium / regular length
CAP742DCF	medium / long length
CAP742DCG	large / regular length
CAP742DCH	large / long length
CAP742DCJ	x-large / regular length
CAP742DCK	x-large / long length
CAP742DCL	2 x-large / regular length
CAP742DCM	2 x-large / long length
CAP742DCN	3 x-large / regular length
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#CAP742PEN (XXX-Large/

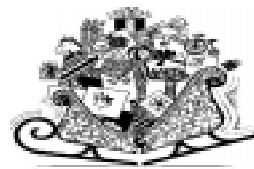


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#PS-N2B/L (large), #PS-N2B/XL (extra-large) \$84.95



USAF N3B PARKA, extreme cold weather. Single breasted hip length with permanently attached white fur ruff Mouton lined hood. Drawcord and elbow patches. Nylon outer with cotton lining. Single front zipper, knitted cuffs, and two hand warming slash pockets. Sage green (gray). Available in large or extra-large only.

#PS-N3B/L (large), #PS-N3B/XL (extra-large) \$84.95

TRU-SPEC® GI STYLE N3B PARKA 100% Nylon Outer Shell. Sage green/gray. Features include: Water Repellent & Wind Resistant, synthetic fur trimmed hood, zipper closure with buttons storm flaps, inset knitted cuffs. Copy of the GI issue N3B parka. #PS-N3BN/L (Large), #PS-N3BN/XL (X-Large), #PS-N3BN/XXL (2 X-Large), & #PS-N3BN/XXXL (3 X-Large)

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Security Jacket, waterproof nylon outer shell, laminated full polyester twill lining, knit cuffs and waistband, with epaulets. Zipper front closure with wind flap, slash side entry pockets with flaps. Two inside pockets. Pen & pencil holder on left sleeve. #CAP742SAB (Medium), #CAP742SAC (Large), #CAP742SAD (X-Large) & #CAP742SAE (XX-Large).

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GI Style, MA-1 BLUE FLIGHT JACKETS

Navy blue. Features: Reversible to orange lining, Heavyweight, Full cut, High quality, durable zippers, 100% nylon shell and lining, 100% polyester fiberfill. #CAP742MCB (Small), #CAP742MCC (Medium), #CAP742MCD (Large), #CAP742MCE (X-Large), #CAP742MCF (XX-Large), #CAP742MCG (XXX-Large) & #CAP742MCH (XXXX-Large)

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MA-1 BLACK FLIGHT JACKETS

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An asterisk (*) preceding description indicates military issue / Mil-Spec



(1 ea) * USAF Aircrew Survival Manual / Survival Guide for winter & mountain survival / Survival Guide for desert survival / (3) *mosquito headnets, (1) AA flashlight, (1) "D" cell strobe light, (18 ea) 4.25 fl. oz. water pack (2 per day per person), (1 ea) * 5 qt plastic, water storage bag / (3 ea) food bar, 3600 calories - non-thirst provoking. 5 year storage life, (3 servings per person per day) / (3 ea) * space blanket, 56"X96", featherlite & waterproof / (3 ea) emergency sleeping bags manufactured from space blanket foil, windproof & waterproof / (1 ea) * fire starter with 10 fire tabs, works "one-handed" in case of injury / matchbox, waterproof (less matches) / (1 ea) * signal mirror, glass 3"X5" / (1 ea) *pocket compass / (1 ea) zipper thermometer / (1 ea) * USAF survival knife, 5", with leather handle, sheath & sharpening stone / (1 ea) * heavy-duty finger saw with finger rings and 2 blades / (1 ea) * 10" machete with sheath, belt clip & sharpening stone / (1 ea) snare kit with two self-locking steel snares / (1 ea) * emergency fishing kit, fresh or salt water / (3 ea) * survival whistle ACR/WW3, distinctive high pitch sound / (1 ea) white nylon cord, 100', 500 lb test / (1 ea) water purification tablets, 50 tablets - 6 gal water / *carbohydrate supplement (8 oz. of hard sugar candy) / (1 ea) first aid minor emergency packet #1 - 32 items / (1 ea) first aid packet #2 - misc. heavy bandages, 41 items / (1 ea) personal hygiene kit c/o 3 toothbrushes, toothpaste, 3 pocket combs, 6 toilet paper, 3 soap and 3 garbage bags / (1 ea) 36 hour canned candle (1 ea) 18" X 36" sheet aluminum foil / (4 ea) AA batteries for flashlight, 3-5 year storage life / (3 ea) * plastic survival sunglasses / (3 ea) 40" X 48" emergency poncho - orange / (1 ea) *insect repellent - 1 oz. / (1 ea) 2' X 6' signal panel - chartreuse & orange. All items are stored in a 14" X 16" X 6" USAF survival field pack. Water resistant, with rubber sealed metal zipper & shoulder straps for emergency backpacking. 24 lbs.

#CAP505SDF \$286.95

AIRCRAFT SURVIVAL KIT 2 PERSON - 2 DAY

Same items as the 3 person / 3 day survival kit but with adjusted quantities on some items (water, food bar, personal hygiene items, sunglasses, etc.) 20 lbs.

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SUCCESS

Volunteers, NHQ, Air Force must work as team

Many of you have heard the phrase “teamwork is the key to success.” This applies not only to amateur and professional sports, but to the Civil Air Patrol team as well. The CAP team is made up of three critical components — volunteers, headquarters and Air Force personnel — and all three team members must be working together if we expect to achieve mission success.

It should not come as any surprise we have achieved seemingly impossible goals when we worked together as a team. To be totally effective, this same teamwork concept must be embraced at all levels of the organization right down to the squadron level. In my article this month, I am going to focus primarily on the operations portion of the team effort. The team efforts in our cadet and education programs, plus our various mission support functions, are equally as important and will be discussed in future issues of the *Civil Air Patrol News*.

One example of the great teamwork going on today within our organization is the Safety Process Action Group. The SPAG, which is made up of senior volunteers, headquarters personnel and Air Force members, are hard at work determining what we must do to correct the high aircraft accident/incident rate we are currently

experiencing. The SPAG is one example, but is not the only cooperative effort that should be going on in the safety arena.

Safety helps get the job done in a manner that protects our most valuable resource — our people. Today, safety should be seen as a facilitator



NATIONAL PERSPECTIVE

Brig. Gen. Richard L. Bowling
CAP National Commander
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tor and a force multiplier. Every CAP member, not just safety officers, is in a position to ensure safe mission accomplishment. Everybody (read teamwork) involved in a CAP mission or activity should be leaning forward, focused on safe mission accomplishment; however, to accomplish the “safe” portion of mission accomplishment, the entire team must be constantly on the lookout for hazards, figure out how risky the hazards are and do something to protect the participants.

Guess what? This is Operational Risk Management. Not only does the mission get done safely (our primary goal), but also we preserve our people and equipment so we can perform future missions.

The next important team I want to talk about is the standardization and evaluation team. It is a larger group than many of us usually think of. The members who normally come to mind are our proverbial check pilots who are often thought of as “black-hatted” avengers. The real team also includes safety officers and instructors (training officers).

We refer to these three groups of key personnel as the “critical triad.” When check pilots identify a need for training because of poor performance on a check ride, the “critical triad” should spring into action to fix the problem. Feedback from check pilots, instructors and safety officers must be integrated into a training program that is understood by all. It should form the basis for our standardization and evaluation program.

We all want our people to be successful when they are evaluated. If the entire “critical triad” stan/eval team is working together properly, CAP members will succeed on evaluations and perform more effectively on missions because they will be better prepared and more proficient.

The next key support team is communications. Sometimes we see these people as a separate team unto themselves because they are an extremely dedicated, vocal and passionate group. Communicators are an integral part of our operational missions and their expertise is critical to achieving mission success. Even more important than that, communicators are often the people who help incident commanders keep our operations safer.

Like pilots, communicators prefer to hang out with those who share their passion and interests — we all do that. But it is vitally important our communications managers integrate themselves into the bigger operational team and keep their finger on the pulse of what our internal “customers” need. We need to build a great communications system, but we must make sure it is tailored to accomplish our expected operational missions.

With potential new homeland security missions on the horizon, we can not afford to let our communications system be built on any criteria other than what our customers need. A lot of great teamwork between my senior communicator staff, other volunteers and headquarters personnel occurs daily, and all of these efforts will ensure we continue to meet our customers’ current and future requirements.

The communications team is currently hard at work on a follow-on aerial photo/video transmission system using commercial off-the-shelf equipment. This is a major priority for our organization.

You do not have to look hard to find other excellent examples of great teamwork in our organization. One such example is the national emergency services curriculum project. Over the last several years more than 30 members appointed by your region commanders have come together with the national headquarters staff to develop training materials and guidance for each of our emergency services specialty qualifications. The missions we have chosen to take on are not easy, and in fact they can be extremely dangerous, but the changes the emergency services curriculum group has recommended will help us do them more safely.

Another great example of teamwork is the writing of draft regulation 60-6, Counterdrug Operations. A working group was formed with representatives from the headquarters, region counterdrug directors, wing counterdrug officers and Air Force. After the final draft is coordinated through CAP National Headquarters and CAP-U.S. Air Force this month, it will be posted on the

It should not come as any surprise we have achieved seemingly impossible goals when we worked together as a team. To be totally effective, this same teamwork concept must be embraced at all levels of the organization right down to the squadron level.

Chaplains have served in every American conflict

What a perfect setting Philadelphia was to celebrate American freedom and CAP's national board meeting and annual conference. Being just a few blocks away from Independence Hall, one could not but marvel at the success of our "American experiment" in freedom and liberty.

At our national board prayer breakfast, Air Force Chaplain (Maj. Gen.) Lorraine Potter, chief of the U.S. Air Force Chaplain Service, inspired us with the message: "You are already blessed, now what?"

During the course of her remarks, the general alluded to the ecumenical memorial service held in New York City after 9/11. She expressed how the Eastern seaboard press commented on how unique it was to see clergy of different faiths gathered together honoring the tragedy. Chaplain Potter then added, "That's what our military

chaplains do every day of every week!"

It's true that, over the course of American history, chaplains have served in every conflict and been there serving chapels, communities



FOCUS ON SERVICE

Chaplain Robert Hicks
Executive Administrator,
CAP Chaplain Service
rhicks@capnhq.gov

and families in peacetime, as well. Chaplains of diverse faith groups continue to serve the changing complexion of the U.S. military.

Our Civil Air Patrol chaplains continue to serve as well. However, sometimes the question is raised, "Why do we need them?" I often tell new commanders, "You don't know you need a chaplain until you really need a chaplain!"

On Sept. 11, 2001, I didn't hear any commander asking, "Why do we need chaplains?" What I did hear was, "Chaplain, thank God you are here!"

Unique among the nations who have chaplaincy programs — most don't — the United States has always put a premium on religious freedom and toleration. Our forefathers, having studied the bloody European wars between Catholics, Protestants and free churchmen, came to the conclusion it is better to allow religious freedom without government

intervention or favoritism.

Consequently, the first freedom or first phrase in the first amendment focused on a radically new concept: government cannot show favoritism to any religion while not preventing the free exercise of all. In other words, America has no state sponsored church, and from the time Gen. George Washington appointed chaplains to serve all



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faith groups, America has maintained a chaplain service for two reasons: Contingency's and the constitution.

Chaplains are needed when crisis hits, and they are there to ensure everyone's spiritual needs are protected and accommodated. Some have observed that this "first freedom" is the critical freedom from which all other freedoms flow. And I strongly agree!



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Texas Wing units identify, map communications towers for AF

1st Lt. Robert Benton
Public Affairs Officer
Granbury Composite Squadron
Texas Wing

TEXAS — Aircrews and trainees of Texas Wing's Granbury Composite Squadron and Group 6 participated in a series of flights to identify and map communications towers uncharted on current aerial sectional charts for a mission.

The flights were requested by officials at Sheppard Air Force Base, Texas, home of the Air Force's 82nd Training Wing.

Granbury aircrews, working in conjunction with Group 6 personnel, made six flights totaling 24.2 hours, covering 13.25 grids west of the Dallas/Fort Worth and northern Abilene.

The flights, which were flown at 1,000 feet above ground level during the months of August and Septem-

ber, were flown to document the locations of communications towers 200-plus feet in height.

During the mission, Granbury aircrews received qualification and re-qualification training, a requirement to perform emergency service missions.

The aircrews consisted of mission pilots, 1st Lt. Donald Anderson, Capt. Nathan Capps, Granbury squadron commander Capt. John J. Harden, squadron deputy commander Lt. Col. Paul Michael and Capt. Bruce Wilson. They were accompanied by scanner-observer trainee's 1st Lt. Robert Benton and Capt. Michael Hawk.

The missions ensure that U.S. Air Force pilots on training missions out of Sheppard AFB can safely perform low-level maneuvers in the T-38 Talon and T-37 Tweet jet trainers without striking a tower.



2002 MEMBERSHIP RECRUITING & RETENTION CAMPAIGN

RECRUITMENT ★ APRIL 1, 2002 - MARCH 31, 2003

RETENTION ★ APRIL 1, 2002 - MARCH 31, 2003

Contest Rules

- 1) Individual prizes are based on new members recruited.
- 2) Squadron prizes are based on number of members eligible for renewal at April 1, 2002, who are retained during the campaign.
- 3) Recruiting credit will be given only for individuals recruited as "new members".
- 4) In the event of a tie for recruiting or retention awards, the tie will be broken by a drawing at National Headquarters.
- 5) Membership applications must be signed by the new member, unit commander and processed between April 1, 2002 and March 31, 2003. Membership renewals must be processed between April 1, 2002, and March 31, 2003. (The retention campaign actually runs until June 30, 2003, so that all of those whose renewal date runs through March 31 can be captured in the report. There is a 90-day grace period in which they can renew.)
- 6) The individual listed as recruiter must be a member in good standing at the close of the campaign to qualify for prizes.
- 7) Only one member will be credited for recruiting the new member. The member's name, charter number and CAPID must appear on the membership application for (CAP Form 12 or 15). To ensure proper credit, make sure your name, charter number and CAPID are correct.
- 8) Applications returned by National Headquarters for incorrect or inadequate information cannot be considered unless they are corrected and processed prior to March 31, 2003. Therefore recruiters should carefully screen the application to ensure all information is present and correct. National Headquarters cannot accept telephone calls as a way to add recruiters to forms already received.
- 9) Members recruited, but found to be ineligible for membership, will not be considered. "Pooling" recruiting efforts is not permitted, for example, no member may take credit for a new member recruited by someone else.
- 10) Only the recruitment of regular active senior and cadet members will count toward the total number and awarding of individual prizes.
- 11) The percentage of total squadron membership retained will count toward the awarding of squadron prizes.
- 12) Anyone receiving payment for recruiting either senior or cadet members from any organization including Middle School Initiative Program are disqualified from the awarding of any prizes.
- 13) National Headquarters will maintain a record of all new members and their recruiters. Winners will be announced as soon as possible after the close of the campaign.

Campaign update

The 2002 Membership Recruiting and Retention Campaign is showing further growth for CAP. CAP membership reached 62,350 for the month of September. That places the membership total at its highest since 1990! Membership growth has continued to grow for 11 consecutive months! I have talked with the commanders of the wings that have shown recent losses and each one is encouraged about growth in the coming months due to the number of recruiting activities that have taken place during the summer.

With 11 consecutive months of membership growth, it is clear everyone is working hard. You are making a big difference. With homeland security on the not-so-distant horizon, we will need to recruit and retain as many members as possible. CAP is poised for greatness and more national recognition. We just have to make sure we have all the personnel we will need to complete the missions.

CAP gets stronger with each new member recruited and each current member retained. Let's make CAP as strong as it can be by making recruiting and retaining members a focus for 2002!

Remember that retention is the most critical part of membership development. CAP had 1,981 new members during August but, only had a net increase of 204 members. Tremendous recruiting efforts will not produce positive membership growth if we continually lose members through attrition. We are currently taking actions to measure the retention and attrition rates at squadrons and surveying non-renewals to determine the reasons members leave.

During the yearlong campaign that kicked-off April 1, we will be tracking the retention of those individuals in the squadron at the start date (those who were eligible to renew as of April 1, 2002). For the retention portion of the campaign, the following is a list of what will and will not count against a squadron with regard to retention:

- ✓ The following will count against a squadron — Voluntary resignation of member, loss of interest by member and members who do not renew and allow membership to expire.
- ✓ The following will not count against a squadron — Death of a member; transfers (does not count for or against either squadron) and for cause (derogatory termination by CAP — includes the writing of bad checks).

If you have questions or concerns, contact Robin Hunt, chief of Membership Development, at rhunt@capnhq.gov or (334) 953.2828.

Prizes! Prizes! Prizes!

Recruiting awards

The following prizes will be sent for members who recruit:

✓ 5 new members - Recruiting Excellence golf shirt for senior members and T-shirt for cadet members;

✓ 10 new members - \$50 gift certificate to CAP Supply Depot or Bookstore;

✓ 25 new members - \$100 gift certificate to CAP Supply Depot or Bookstore; and

✓ 50+ new members - \$200 gift certificate to CAP Supply Depot or Bookstore;

Grand prizes will be given at the end of the campaign. Grand-prize winners will be determined by a drawing of all members having recruited a new member throughout the year. Prizes are as follows:

✓ Grand prize at end of campaign (senior): Framed and signed limited-edition CAP anniversary print, and airfare and room and board at the 2003 CAP National Board and Annual Conference; and

✓ Grand prize at end of campaign (cadet): Framed and signed limited-edition CAP anniversary print, and airfare and room and board to a national CAP event to be determined.

Retention awards

The squadron with the highest retention in each region for the year — award is a \$500 cash prize for each squadron.

All prizes will be presented at National Board 2003.

MI chaplain rushes to fight engine fire during EAA program

Stephen VanHamme
Cadet Public Affairs Officer
Selfridge Cadet Squadron
Michigan Wing

MICHIGAN — The chaplain of the Selfridge Cadet Squadron rushed to put out an aircraft engine fire Sept. 1 while staffing the Peach Festival fly-in at the Romeo State Airport in Romeo, Mich.

The fire started at about 11:30 a.m. in a Beechcraft Bonanza being operated as part of the Experimental Aviation Association's "Young Eagles" program.

Members of the Selfridge squadron, who were marshaling and parking aircraft, and helping protect planes from the crowd during the fly in, spotted the fire.

While several senior squadron members shouted

"fire" and ran to alert the fire department, which for safety reasons had a truck at the event, Chaplain (Capt.) Mark Bell, squadron chaplain and a private pilot himself, saw the fire in progress and ran to the airport's fuel pump area where he knew there would be a fire extinguisher. Running back to the plane with the extinguisher, he smothered the flames.

The plane was occupied by the pilot, a female adult passenger and two children when the fire occurred.

Squadron observers said the pilot and adult passenger exited the airplane, and the pilot was attempting to fight the fire using a small halon extinguisher. The two child passengers were still in the plane while the fire was blazing in the engine com-

partment on the copilot's side.

Fuel leaking from the engine area was dripping in flames to a small pool near the airplane's nose wheel.

"It was certainly an adrenaline moment," said Bell. "The pilot had only a very small Halon extinguisher, and that is great for electrical fires in a confined space, but it would not have done a thing to this fuel fire on the exterior. Outdoors, there was nothing to hold the Halon over the fire — and the pilot missed with his first shot, and ran out of Halon with the second shot."

The airport's extinguisher was a dry powder model and it smothered the flames quickly.

The chaplain said he was extremely worried about the children in the plane, know-

ing the only exit was on the copilot's side where the flames were sending up thick smoke.

Bell succeeded in extinguishing the flames before the fire truck reached the aircraft. After he put out the fire, the young passengers were safely evacuated through the door.

"It took me about 10 minutes afterward before I could settle down enough to sign my own name," said Bell.

The airplane was taken to a remote hanger to allow the engine to cool down and to get away from fly-in crowds, in case of further danger.

"I was impressed by Captain Bell's cool head and quick action in this incident. He succeeded in extinguishing the flames before the fire got a grip on the airplane.

Had much more time gone by, it is possible a tragedy might have occurred," said Capt. Terri Couls, commander of the Selfridge squadron.

No formal cause has been listed for the fire, but pilots at the scene said it was possible the engine — heated from a series of short flights conducted during the day — became over-primed at start-up.

Bell joined the Selfridge Cadet Squadron in November 2001 after moving to the southeastern Michigan area. His move to that area followed a career as an Air Force chaplain. He now works for the U.S. Post Office.

Bell's son, John, is also a Selfridge cadet. The family lives in Shelby Township, Mich.

Teamwork . . . from Page 8

CAP Web site for member comment. This will be the first-ever CAP counterdrug regulation and will provide much needed guidance for the field.

A third success story is the development of CAP's Concept of Operations (CONOPS) for Homeland Security.

Volunteers, national headquarters and Air Force personnel worked hard for many months to prepare the final document that was submitted to the secretary of the Air Force and Air Force chief of staff. This same volunteer/headquarters/Air Force team is actively briefing Air Force and federal officials, and providing resources (brochures, video tapes, slides, etc.) to help the wings spread the word about CAP's HLS capabilities.

A fourth example of teamwork involves our efforts to pursue advanced technology. The Advanced Technology Group is made up of CAP experts from all over the

country. This group of folks — working together with my senior communicator staff plus national headquarters and Air Force personnel — are making great strides in ensuring CAP has the technology we need to support our customers

teamwork in the various operations support areas greatly contributes to mission success, so now let's turn to how we have accomplish the actual missions themselves. Teamwork and the spirit of cooperation within the emergency services, counter-drug and homeland security arenas is a necessary part of daily life in CAP.

As this past year has shown, we have had many opportunities to

call for help from our neighbors, or spend hour upon hour developing detailed plans and agreements with our partners/customers at every level, or take even more time away from your loved ones to train to serve the greatest country in the world, you make our organization shine. None of this is possible without a huge team effort.

I wish I could have listed all the phenomenal examples of teamwork I have seen in my travels across the country during the past year. Additional examples of the outstanding cooperation and teamwork that go on in CAP every day could fill this entire newspaper many times over.

Teamwork is a force multiplier and is definitely the key to success in our organization. When the volunteers, national headquarters and Air Force staffs all work together toward a common goal, there is no limit to what we can achieve. Let's keep that thought foremost in our minds as we continue to provide great service to our nation as the "Eyes of the Home Skies."

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growing requirements. Because of this team's outstanding efforts, expect to see advanced technology programs such as "Beyond the Eyeball" (night vision and thermal imaging) and "Searchers' Edge" (hyperspectral imaging and a visual computer network), added to CAP's list of growing capabilities in the years ahead.

We have talked about how

serve our nation — and we served it well! From our outstanding response to the events of Sept. 11, 2001, to our extraordinary Winter Olympics operations in Salt Lake City to the every day missions that we often disregard as a part of our normal lives — every member of the team works so hard to make CAP a great organization. When we put our differences aside to answer the

Staying fit means exercise, but do it safely!

As you know, if you have read these columns, we strongly encourage exercise, fitness and training, so that we will be optimally ready for our emergency services missions. However, we certainly want to engage in these activities safely. To that end, let's talk about sports safety.

A recent issue of the Weekly Morbidity and Mortality Report from the U.S. Public Health Service's Centers for Disease Control and Prevention highlighted sports and recreation injuries. It is estimated that about 30 million children and adolescents participate in some type of organized sports, along with about 150 million adults who engage in non-work related physical activity. For those of us in Civil Air Patrol who

are part of those millions, it's a way to keep fit, and that we should do, of course.

While there are numerous benefits to an active life-style and engaging in sport activities, there is the risk of injury, also. CDC analyzed data from July 2000 to June 2001, and found that about 4.3 million nonfatal recreation-related sports injuries were seen in emergency departments in U.S. hospitals during that time period. Injury rates differed by gender and age, but were highest for boys 10-14.

In attempting to stay fit, we want to minimize the risk of injuries. Therefore, effective preventive measures are needed. While there are many, let's look at some major ones.

First, is the participant in good health, not ill and not unrecovered from a previous illness or injury? Second, is the proper equipment being used (shoes, helmets — especially bicycle helmets — gloves, etc.)? Next, is the environment safe?

I only too well recall being summoned to the hospital to follow up on several university students who had been struck by lightning while playing touch football during a rainstorm.

Definitely not a good idea! Or running at high noon with high temperatures and humidity.

Remember, when you feel thirsty, you are already dehydrated. Finally, have the participants undergone proper conditioning for the activity in question and is there good supervision?

So many injuries can be prevented by paying attention to these issues, as

small as some may seem. Do you always remember them? It's just like pre-flying an airplane — checking for any possibility for a malfunction, making sure everything is in proper working order.

To stay fit, we need to exercise, and sports activities can be lots of fun. But we need to always be prepared, and not participate if we have an illness or are recovering from an injury or illness, keep in good physical and mental condition, and be aware of environmental conditions that may predispose to injury, and plan carefully for each activity, with good supervision.

Enjoy sports and other physical activities, get and stay fit, but be cautious and be aware. Semper vigilans!



FIT TO SERVE

Col. (Dr.) James H. Erickson
Chief, CAP National Health

Program

padredoc@juno.com

So many injuries can be prevented by paying attention . . . It's just like pre-flying an airplane — checking for any possibility for a malfunction, making sure everything is in proper working order.

More than 200 members attend MER SAR College

Lt. Col. Karen L. Copenhaver
Director, Public Affairs
Middle East Region

MIDDLE EAST REGION — Planning, cooperation and implementation, were the key elements in the 12th Annual Middle East Region Search and Rescue College held at Fort Pickett, Va.

Continuing its pioneer tradition, the college had almost 200 members converge on the fort for a weekend of practicing and expanding search and rescue techniques in the air and on the ground.

Col. Roland Butler, SAR College Director, began a year in advance to assemble experienced staff from across the seven-wing region to ensure excellence in all areas of training.

"The purpose of the SAR

College is to give the participants advanced training in search and rescue techniques," said Butler.

Although most of the participants had SAR experience, some were new to Civil Air Patrol.

"The college also provided some basic training for those who want to become scanners, mission pilots, observers and ground team members," Butler said. "We run the whole gamut here, from elementary to the advanced training."

National Capital Wing Commander Col. Frank McConnell coordinated the ground team efforts of 12 cadet and five senior-member instructors who had completed advanced ground team leader and member training. The instructors demon-

strated their extensive knowledge, as the ground team trainees were fully indoctrinated on techniques of familiarization and preparatory training for the CAPF 101T GTM class and test.

Required as part of their training, the 43 students came with full field packs, and were prepared to put their training into practice as they bivouacked in the woods, surrounded by tall trees and only leaves and the ground for their tents and sleeping bags. As part of the student orientation, if caught in an unusual circumstance, Cadet 2nd Lt. Stephen Langone of NATCAP gave a commanding demonstration on shelter building with just a poncho tied to a tree. The field teams then set up for what turned



Mission pilot trainee 1st Lt. Jim Robinson, left, of North Carolina Wing's Central Composite Squadron and Mission Pilot Instructor Maj. Jerry Langley of North Carolina Wing's South Piedmont Senior Squadron review their mission prior to takeoff during the Middle East Region's 2002 Search and Rescue College.

out to be a long evening with four-wall instruction only, a realistic situation — all- and based on learning the night rain.

"I'm not a believer in a

See SAR . . . Page 15

COMMUNICATIONS CHRONOLOGY

➤ In the early 1990s, Civil Air Patrol experienced several "incursions" onto our frequencies by military operations around the country. The cause was determined to be a lack of proper documentation of our federal frequencies in the federal database.

➤ CAP erroneously believed the Federal Communications Commission was our controlling authority. We held several hundred FCC licenses which proved to be nearly worthless. Federal frequency managers couldn't "see" us.

➤ Federal spectrum is managed by the National Telecommunications and Information Administration. Our frequencies must be registered via the Air Force Frequency Management Agency in the Government Master File.

➤ In 1995, we hired an Air Force frequency manager; cancelled the FCC licenses; and began correctly documenting all of our frequency usage around the country in the GMF.

➤ We also learned there are minimum specifications our radio equipment is required to meet. We found that most converted amateur equipment does not meet these standards.

➤ August 1998 — CAP communications managers propose a series of transitions (sunset dates) to bring our equipment into compliance in phases. Three years was recommended as a reasonable transition to compliance with current standards and longer for transition to narrowband by 2008.

➤ November 1998 — the NEC adopted the Communications Strategic Plan which included the transition milestones. This set up the grandfathering of non-compliant radios to the end of 2001.

➤ Many wings were ready on Dec. 31, 2001. We encourage wings to evaluate their needs by comparing mission requirements to on-hand resources. The number of radios that happened to be available before the deadline is not necessarily indicative of mission requirements.

➤ By mid 2001, we believed CAP was ready for the transition to all-legal equipment. Some sharing might be necessary, but it appeared sufficient resources were available to support the mission after Dec. 31, 2001. Ten months after that deadline, we still believe this to be true.

➤ The CAP National Headquarters position is that these transitions should be federally funded and we have endeavored to secure that funding. The result has been an additional \$3.4 million dollars which allowed us to distribute 1,611 VHF radios, 729 HF radios, and 101 repeaters to the field to assist the transition.

➤ At Air Force direction, NHQ developed a table of allowances which establishes standards to validate our requirements. This has resulted in support from both Air University and Air Education and Training Command for full funding of the narrowband transition.

➤ AETC has now undertaken our funding initiative as a priority. AU and AETC are working to provide immediate funding assistance and to change our annual baseline beginning in 2006.

➤ In summary, the communications program is stressed, but currently stable. The somewhat painful measures we subjected ourselves to in order to comply with federal regulations is resulting in Air Force support for full funding of the communications program. We are now in compliance with all applicable rules and regulations with one exception — aircraft radios — which the NEC decided we must delay until November 2003. Immediate short-term funding to provide for immediate needs is probable. Long term adjustments to our funding profile are being coordinated. Support from the Air Force for the program has now been secured. The result — a professional Civil Air Patrol communications system without the membership having to assume the financial burden.

Better things are coming to CAP communications system

In case you haven't noticed, the Civil Air Patrol communications system is in a state of change. Things that seemed written in stone just a few years ago are now gone (or going).

What is causing all this? Why is this happening? These are valid questions and there are rational answers. This is the first of two articles that will help inform you about the changes that are taking place and those still to come.

The first thing we all need to realize is there is a long-range plan. In fact, we're about nine years into a 15-year plan that is making drastic changes to our communications system. So, when you look around and see things are not what they used to be, and perhaps not as good as they should be, just understand we aren't through yet. Where we find ourselves today is not the end game. We believe, once you understand the whole picture, you'll see that better things are coming. And maybe that will make the journey a little bit easier.

Communications revolution

Since the early days of CAP, a need for an effective communications system has existed. For much of the early part of our history, our communications requirements were met with both personally-owned and military surplus equipment and many processes for obtaining such surplus equipment through military channels were created. This served us fairly well during the post World War II, Korea and Vietnam eras but in the 1980s and '90s, the supply began to dry up to the point that it was no longer fully supporting our needs. To fill the void, CAP members increasingly took the burden upon themselves by purchasing amateur radio equipment and converting it to CAP use.

Meanwhile, in just the last 10 years, America has seen a personal communications revolution. Where a nightly radio net was once the meeting place for CAP communicators, most of us now think nothing of the nationwide communications device we carry on our belts that can put us in immediate contact with any telephone in the free world. And, if you've got the right plan, it doesn't even cost extra. Today, even our children carry more communications capability than was formerly available to a small city and e-mail provides "record traffic" ability that used to be

the sole domain of the formal radio "traffic" nets. We have come to expect immediate, real-time personal communications anywhere, anytime and the fulfillment of that expectation has changed everything.

But what does that have to do with CAP and what is causing all these equipment changes?

Frequency conflicts

In the early 1990s, CAP began to experience "incursions" into our frequencies by military operations in several locations around the country. In fact, even today, we still have some frequencies which are unusable in certain areas because of these Air Force operations.

The cause of these frequency conflicts appeared to be that our use of federal frequencies was not documented in the federal database. The federal frequency managers assigned other users to the frequencies we thought were ours because they didn't know we were there. The question was: Why weren't we properly documented?

We discovered that our frequency management practice was flawed. CAP believed the FCC was our controlling authority and we were holding several hundred FCC licenses for our communications operations. It turned out that these licenses were nearly worthless when we learned that our frequencies are in a government band and the FCC has no way of properly documenting frequency usage in that band.

The discovery began a significant change in the CAP communications program. Our hope is that this article will provide you with an understanding of the current situation and challenges facing our communications program.

Studying the situation

After the initial revelation of improper frequency documentation, CAP National Headquarters Communications Office began research to determine what was required and how to make that happen. It was learned that federal spectrum is not managed by the FCC but by a division of the Department of Commerce called the National Telecommunications and Information Administration. We also learned that our frequency usage must be registered with the NTIA via the Air Force Frequency Management

COMMUNICATIONS

Malcolm Kyser
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Practice safety even when no one is looking

The degree of success in preventing accidents reflects the degree in which individuals obey the unenforceable. What is the “unenforceable”? It is driving the speed limit even if no cop is around and everyone is passing you on the highway. It is coming to a complete stop at the stop sign, even when no other cars are present. It is refusing to fly friends or family when you are the only one who knows you are not current according to the Federal Aviation Regulations.

Why is obedience to the unenforceable so important? Self policing — doing the “right thing” — is something we all have to choose as individuals. There are not enough safety officers or inspector generals to watch each and every member perform their task safely and correctly. So it becomes the responsibility of each member to be their own safety officer.

CAP regulations, along with the FARs, give clear guidance as to what is allowed and considered good, safe practices. But as our own personal safety officer, we need to go further. Before every flight, we have to assess our degree of readiness and fitness to safely perform the job.

A checklist for pilots developed by the Federal Aviation Administration, Ohio State University and King Schools is available on the Web at: www.faa.gov/avr/news/

pmcp/asppmcp.htm. The checklist encompasses the Pilot, Aircraft, Environment and External pressures — to help you PAVE the way to a successful flight decision.

As the pilot, you need to look at your experience and recency (not just the FARs, but also according to CAP regulations.) Your physical condition — sleep, medication, stress, illness, etc.

The aircraft checklist includes

SAFETY

Lt. Col. William K. Lord
CAP National Safety Officer
ap-guardian@yahoo.com

fuel reserves, experience in type, aircraft performance and equipment on board (charts, suitable clothing, survival gear, familiarity with the avionics, etc.).

The environment involves the airport conditions — crosswinds and runway length. The weather reports and forecasts including icing conditions are important to know. Depending on whether you are flying visual flight rules or instrument flight rules, additional considerations are required for the weather portion of the checklist.

External pressures are the area where many pilots get into trouble. The pressure to do the flight because family is expecting you or you

are the only mission pilot available can create a lot of pressure. But as pilot in command, it is essential you make a go/no-go decision based on what you know your abilities and personal airworthiness is.

To make a flight when you are not up to the job, is an act of carelessness that puts your life and the lives of your passengers at risk.

As you look at this checklist, you realize it can change depending on many factors. The most obvious are the physical conditions. Maybe today you had a terrible night's sleep and you got into a serious argument with a loved one. Throw in some marginal weather and your decision to fly might not be a good choice.

Your personal minimums will become less restrictive as you gain more experience or training. But even this can change if you do not stay current and proficient in your skills.

Getting used to your personal checklist will take some time. Have you ever noticed how easy it is to pick risk factors from someone else's flight, after the fact? Or, how hard it is to spot your own before or after the flight?

The problem is, you just aren't in the habit of identifying risk factors. In addition, it is necessary for you to develop skills in proper decision-making. This will control those factors before you fly. What you should do is start right now — today — by getting into a habit of

using your checklist on the ground before takeoff.

Your checklist is important. Carry it with you in your flight kit. Once you have the weather information and planned your route, look over the checklist the way you would in an airplane. Everything will not apply to every trip, and no checklist can cover every situation. But by using the checklist, you will think about the issues and actually make a decision about them, avoiding a stressful or dangerous situation.

Obedying the unenforceable, choosing to set your own minimums, and abide by the rules of the CAP and FAA is one tool to increase safety. It should go without saying that effective recurring training and

Obedying the unenforceable, choosing to set your own minimums, and abide by the rules of the CAP and FAA is one tool to increase safety.

meaningful proficiency flying fits into the picture as well.

You owe it to yourself, the people who count on you and the CAP to practice safety — even when no one is looking.

New TN Wing unit holds open house, charter ceremony

Lt. Col. Melinda Lord
Inspector General
Tennessee Wing

TENNESSEE — The newest squadron in the Tennessee Wing — the Chattanooga Composite Squadron — conducted a charter ceremony and held an open house.

Presenting the squadron's charter to Squadron Commander Capt. Jack Mullinax was Tennessee Wing Commander Col. Jo-

seph C. Meighan III.

“This is one of the largest new units formed in the wing” said Meighan. “They have hit the ground running and are poised for success.”

Twenty-five of the unit's 26 charter members had been members of the Cleveland Composite Squadron. According to Col. Barry Melton, Cleveland Squadron commander, most of those people were commuting 30 miles or more to Cleveland each week.

“We always knew we wanted to help reestablish a squadron in Chattanooga,” said Melton.

The unit first began meeting in Chattanooga in July, and it now has 36 members.

More than 75 people attended the ceremony and open house, including members from the Tennessee Wing, Group II, Cleveland Composite Squadron, and family and prospective members.

Mike O'Neal, staff writer for the *Chattanooga Times Free Press*, covered the event.

During the open house, Meighan presented Cadet Taylor Murphy with the Amelia Earhart Award and Cadet Stanley Atherton with the Gen. Billy Mitchell Award. Both cadets are homeschooled by their parents. Find ribbons were presented to: 2nd Lt. Mike Murphy, and cadets Taylor Murphy, Stephen Zeglen and Kevin Zeglen.

National Headquarters Call-Sign Roster

Call Sign	Office	Name
Headcap 1	Nat. Commander	Brig. Gen. Rick Bowling
Headcap 2	Nat. Vice Commander	Col. Dwight Wheless
Headcap 3	Nat. Chief of Staff	Col. Larry Kauffman
Headcap 4	Chief of Communications	Malcolm Kyser
Headcap 5	Chief of Chaplain Service	Col. James Melancon
Headcap 6	Nat. Finance Officer	Col. Andy Skiba
Headcap 7	Nat. Legal Officer	Col. George Graves
Headcap 8	Nat. Controller	Col. Joe Meighan Jr.
Headcap 9	Special Assistant/Communications	Lt. Col. Moe Thomas
Headcap 10	Nat. Safety Officer	Lt. Col. Bill Lord
Headcap 11	Nat. Inspector General	Col. Duddy Hargrove
Headcap 12	Inspector General Operations	Lt. Col. Gerry Rosenzweig
Headcap 13	Chair, Education/Training Committee	Col. Joe Convery
Headcap 14	Chair, STEP Committee	Brig. Gen. Rich Anderson
Headcap 15	Chair, Development Committee	Col. Dick Bonner
Headcap 16	Chair, Operations Committee	Col. Hal Parker
Headcap 17	Chair, Counterdrug Committee	Col. Dave Braun
Headcap 18	Chair, Advanced Technology Group	Col. Drew Alexa
Headcap 19	General Counsel	Col. Stan Leibowitz
Headcap 20	Director of Homeland Security	Col. Bob Bess
Headcap 21	Homeland Security Advisor	Brig. Gen. Paul Bergman
Headcap 22	Nat. Operations Center	NHQ, Maxwell AFB, AL
Headcap 23	Rapid Response Coordinator	Col. Tommy Herndon
Headcap 24	FEMA Coordinator	Col. Don Prouty
Headcap 25	Chair, New Madrid Fault Committee	Lt. Col. Abe Winters
Headcap 26	Legislative Coordinator	Col. John Swain
Headcap 27	Legislative Coordinator	Col. Jim Huggins
Headcap 28	Nat. Historian	Col. Lenny Blascovich
Headcap 29	Nat. Curator	Lt. Col. August Shell
Headcap 30	Nat. Commander's Staff	Col. Charles Davenport
Headcap 31	Nat. Commander's Staff	Col. James Erickson
Headcap 32	Nat. Commander's Special Adv.	Col. Robert Haynos
Headcap 33	Nat. Technology Center	
Headcap 35	NCS SHARES Coordinator	Lt. Col. Paul Reid-
Headcap 36	Chief of Emergency Services	Maj. John Desmarais
Headcap 37	"Chief, Emergency Services Plans"	Maj. Joe Curry
Headcap 38	Nat. Operations Staff	Vacant
Headcap 39	Nat. Operations Staff	Vacant
Headcap 40	Assistant Chief of Communications	Maj. Terry Raymond
Headcap 41	Frequency Manager	Fred Strickland
Headcap 42	Chief of Communications Plans	Vacant
Headcap 43	Nat. Communications Staff	Vacant
Headcap 44	Nat. Commander's Staff	Col. Jack Hildreth
Headcap 45	Chaplain Communications	Unknown
Headcap 46	Nat. Technology Center	Lt. Col. Pete Wharton
Headcap 47	Nat. Technology Center	Maj. Mark Kunkowski
Headcap 48	Nat. Technology Center	Vacant
Headcap 49	Nat. Technology Center	Vacant
Headcap 50	CAP Supply Depot	Fred Chesser
Headcap 51	CAP Supply Depot	Bob Exner
Headcap 52	CAP Supply Depot	Vacant
Headcap 53	CAP Supply Depot	Ken Grant
Headcap 54	CAP Supply Depot	Richard Fox
Headcap 55	CAP Supply Depot	Reserved
Headcap 56	CAP Supply Depot	Reserved
Headcap 57	CAP Supply Depot	Reserved
Headcap 58	CAP Supply Depot	Reserved
Headcap 59	CAP Supply Depot	Reserved
Headcap 60	"Operations Committee, Comm Rep"	Lt. Col. Dave Crawford
Headcap 61	"Operations Committee, Comm Rep"	Maj. Hartley Gardner
Headcap 62	Nat. Communications Volunteer Staff	Lt. Col. Chuck Bishop
Headcap 63	Nat. Communications Volunteer Staff	Lt. Col. Mike Marek
Headcap 64	Nat. Communications Volunteer Staff	1st Lt. Chuck Milam
Headcap 65	Nat. Communications Volunteer Staff	Reserved
Headcap 66	Nat. Communications Volunteer Staff	Reserved
Headcap 67	Nat. Communications Volunteer Staff	Reserved
Headcap 68	Nat. Communications Volunteer Staff	Reserved
Headcap 69	Nat. Communications Volunteer Staff	Reserved
Headcap 70	"Chief, Nat. Operations Center"	Vacant
Headcap 71-79	Nat. Operations Center	
Headcap 90-99	"Special Activities, NHQ"	
Headcap 100	CAP Master Net Control Station	
Headcap 101	Brig. Gen. Boyd	
Headcap 102	Brig. Gen. Brookfield	
Headcap 103	Brig. Gen. Cass	
Headcap 104	Brig. Gen. Cassidy	
Headcap 105	Brig. Gen. Barry	
Headcap 106	Brig. Gen. Anderson	
Headcap 107	Brig. Gen. Bergman	
Headcap 108	Brig. Gen. Bobick	
Headcap 350	HF Test Station	

Note: Numbers not listed between 1 and 108 have not been assigned

Communications ... from Page 13

Agency, and that it was AFFMA that had reassigned our frequencies in some areas because our FCC "licenses" were not in their NTIA database.

What we were left with was a situation in which we had to do a lot of work to catch up on decades of missing documentation of our federal frequency usage. First step was to gain AFFMA concurrence to continue supporting us with federal frequencies. This was secured and in 1993 we began a mass registration of our repeaters through this process. Then, in 1995 we hired an Air Force-trained frequency manager to handle all this correctly. We cancelled all the FCC licenses, and began the long and arduous process of correctly documenting all our frequency usage around the country.

As we learned more about operating our communications system under federal rules, we discovered that there are minimum specifications our radio equipment is required to meet to operate in this frequency band. And, unfortunately, most converted amateur equipment does not meet these standards. Worse, these standards are changing. Something called "narrowband" is coming sometime in the 2006 - 2008 time frame.

Note: Some believed this additional burden was too much to bear and that we should consider going back to the FCC. In fact, we examined this possibility but determined it was very undesirable for several reasons. 1) We

would be unable to maintain a uniform nationwide frequency assignment. Nationwide frequencies are not available anywhere in FCC controlled spectrum. The FCC would assign a patchwork of hundreds of frequency assignments our operators would have to keep straight. 2) We were not necessarily exempt from FCC fees for licenses of our sites or our operators. Unless overcome, this could greatly increase the cost of our communications system on a recurring basis and subject our people to testing and certification processes outside our control. And 3) the FCC would require Type Accepted equipment which would still prevent the use of converted amateur equipment. So, we stood nothing to gain and potentially a lot to lose by leaving federal spectrum in favor of civil.

An inventory of our communications equipment showed that we had serious problems. Not only did we have to get ready to replace our entire VHF/FM communications system because of the coming transition to narrowband, but much of our existing fleet of equipment was already illegal because it did not meet the current "wideband" requirements.

What was needed was a plan. In next month's installment, we'll discuss the planning process that was launched in reaction to all this new knowledge about our communications system and where we are now in that plan.

SAR ... from Page 12

subject and the ability to perform, the field member test is pass or fail only," said McConnell.

Lt. Cols. Jay Langley and Linda Johnson of MER staff coordinated the air search training that included the use of 20 aircraft from across the region. The intensive training for mission pilot, scanner and observers included 5 different search scenarios. Mixing the crews from each of the wings, briefing and debriefing personnel detailed each specific task to be accomplished which took approximately two hours to complete each sortie. These teams learned to work together as a cohesive team as they prepared for their sorties, developed crew coordination, studied navigation, and weather considerations. Together they flew electronic and visual search patterns, practiced scanning techniques and sighting characteristics and performed other related responsibilities. Seven separate search areas were flown encompassing 45 sorties in more than 5,250 square miles on Friday and Saturday in 93.5 hours.

Col. Charlie Glass, region vice commander and an experienced incident commander, provided in-depth one-on-one training for an elite group of six individuals who were learning about managing a search operation. They began their classroom ori-

entation with the incident command organization, and then moved into mission pre-planning, getting the mission started (incident command responsibility), opening the mission base (logistics), air-search operations, and missing persons search.

The afternoon session encompassed a broad range of activities including recovery operations, search termination, problems of long searches, meeting the press, safety and legal considerations. In conclusion, the perspective incident commanders reviewed legal considerations, paperwork and disaster relief missions.

On Sunday, one additional important session, 1st Lt. Todd Thompson, MER CIST Manager, presented Critical Incident Stress Management.

The first SAR College was held in 1991 when the national SAR competition was eliminated and a need was expressed to maintain high standards of training and the readiness to perform the emergency missions of Civil Air Patrol throughout the MER.

In his closing remarks, Middle East Region Commander Col. Robert Townsend summed the thoughts of many as he spoke of the members' participation in CAP. "We are in it for what the organization stands for," the colonel said.



New members of the National Cadet Advisory Council pose for a group picture. Pictured, from left, Col Amy Courter, Cadets Kaycee Gilbert, Amanda Colleary, Louis Gabriel, Matt Vogt, and Dan Upshaw.



Scott Hamilton, center, assistant executive director at CAP National Headquarters, and CAP National Commander Brig. Gen. Richard L. Bowling hold an eagle statue presented to CAP for having the largest Cessna fleet. The three Cessna representatives are, from left, Pat Sullivan, Bruce Jones and John Doman, vice president of Propeller Sales.

A conference attendee tries on an emergency personal flotation device at the Eastern Aero Marine display booth in the exhibit hall.



Air Force Chief of Chaplains Chap. (Brig. Gen.) Lorraine K. Potter, center, poses for a picture with Chap. (Col.) James H. Melancon, chief of CAP's Chaplain Service, and Robert Hicks, executive administrator of the CAP Chaplain Service at CAP National Headquarters.



2002 CAP National Board & Annual Conference

Homeland security was the hot topic during the Civil Air Patrol's national board and annual conference in Philadelphia, Aug. 14-17.

The four-day conference drew almost 1,000 members to the Philadelphia Marriott Hotel.

Highlights of the conference included the semiannual meeting of the CAP National Board, annual national awards ceremony and banquet, flight technology and aerospace exhibits, and an appearance by the CAP-sponsored NASCAR No. 46 driver Ashton Lewis Jr. and the No. 46 Chevrolet Monte Carlo show car with flight and racing simulators.

The national board discussed CAP's successful aerial reconnaissance missions over New York City immediately after the Sept. 11 terrorist attacks, a subject which drew considerable interest from Philadelphia media. Reporters preparing special Sept. 11, 2001, anniversary editions converged on the conference to interview Col. Rick Greenhut, commander of the Northeast Region, Col. Austyn Granville, commander of the New York Wing and Chaplain (Capt.) Van Don Williams of New York City, who also serves as a NYC fire fighter and assisted in the "Ground Zero" search and recovery effort.

CAP's NASCAR program, less than a year old, also came under discussion. The board voted to continue CAP's NASCAR program — the first in the nation to be sponsored by a nonprofit organization —

for another year.

"We owe our very existence to you," said CAP National Commander Brig. Gen. Richard L. Bowling, "and we must find the most effective ways to keep the name of Civil Air Patrol before the public. People need to know this is a civilian organization that makes real contributions to the defense of our country."

Among the guests for the conference were Medal of Honor winners retired Air Force Brig. Gen. K. Thorsness and retired U.S. Army Col. James H. Jacobs, members of the Air Cadet League of Canada, and aircraft manufacturers who view CAP as vendors, including the Cessna Aircraft Company and Maule Air, Inc.

Another conference highlight included the presentation of the Gen. Billy Mitchell Award to CAP Cadet 2nd Lt. Joshua A. Abegg of the New York Wing by four generals. Presenting the award to Abegg during the annual banquet Aug. 17 were retired Air Force Lt. Gen. Nicholas B. Kehoe, chairman of the CAP Board of Governors, and CAP National Commander Brig. Gen. Richard L. Bowling. Other former CAP national commanders Brig. Gen. Richard Anderson and Paul Bergman. Also present for the presentation was Col. Dwight D. Diaz for the presentation was Col. Dwight D. Diaz, CAP national vice commander, and Col. Robert Kauffman, CAP national chief of staff.



Retired Air Force Lt. Gen. Nicholas B. Kehoe, chairman of the Civil Air Patrol Board of Governors, addresses the other board members during a BOG meeting that was held in Philadelphia.

CAP members look over items for sale in the CAP Bookstore.



Northeast Region Commander Rick Greenhut participates in a media conference focusing on CAP's homeland security efforts.

National Awards

Cadet of the Year

Col. Jennifer Neville - New York Wing

Senior Member of the Year

Lt. Col. Diane Wojtowicz - New York Wing

F. Ward Reilly Leadership Award

Maj. Albert R. Therriault - North Carolina Wing
Commander, Raleigh-Wake Composite Sq.
North Carolina Wing

Frank G. Brewer-Civil Air Patrol Memorial Aerospace Awards

Cadet Member - Lt. Col. Peggy E. Schnack,
Minnesota Wing
Senior Member - Capt. Toni Henderson,
Pennsylvania Wing
Individual - Harold "Duffy" Gaier,
Wisconsin Wing
Organizational - Benjamin O. Davis Jr.
Aerospace High School, Detroit, Mich.

Col. Robert V. "Bud" Payton National Public Affairs Officer

Lt. Col. Jayson Altieri - Kentucky Wing

Moral Leadership Officer of the Year

1st Lt. Shirley A. Rodriguez - Kansas Wing

Senior Chaplain of the Year

Chap. (Maj.) Paul Ward - California Wing

Squadron Chaplain of the Year

Chap. (Maj.) Robert Ohlmacher - Utah Wing

Communications Officer of Year

Maj. Robert D. Bell - West Virginia Wing

Safety Officer of the Year

Lt. Col. Douglas L. Tindal - Iowa Wing

Paul W. Turner Safety Award

Kansas Wing

Civil Air Patrol Mission Awards Search and Rescue

Northeast Region - Rhode Island Wing
Middle East Region - Virginia Wing
Great Lakes Region - Ohio Wing
Southeast Region - Florida Wing
North Central Region - Kansas Wing
Southwest Region - New Mexico Wing
Rocky Mountain Region - Wyoming Wing
Pacific Region - Alaska Wing

Disaster Relief

Northeast Region - New York Wing
Middle East Region - West Virginia Wing
Great Lakes Region - Kentucky Wing
Southeast Region - Florida Wing
North Central Region - Minnesota Wing
Southwest Region - Texas Wing

Rocky Mountain Region - Montana Wing
Pacific Region - Oregon & California wings

Counterdrug

Northeast Region - New York Wing
Middle East Region - National Capital Wing
Great Lakes Region - Indiana Wing
Southeast Region - Florida Wing
North Central Region - Iowa Wing
Southwest Region - Louisiana Wing
Rocky Mountain Region - Idaho Wing
Pacific Region - California Wing

Aerospace Education

Northeast Region - Maine Wing
Middle East Region - North Carolina Wing
Great Lakes Region - Michigan Wing
Southeast Region - Florida Wing
North Central Region - Nebraska Wing
Southwest Region - Arizona Wing
Rocky Mountain Region - Montana Wing
Pacific Region - California Wing
National Aerospace Education Winners
First Place - Florida Wing
Second Place - North Carolina Wing
Third Place - Michigan Wing

Outstanding DDR Wing

Oklahoma Wing

Squadron of Distinction

Raleigh-Wake Composite Squadron
Middle East Region, North Carolina Wing

Squadron of Distinction Nominees

103rd Composite Squadron,
Connecticut Wing
Boulle-Norman Memorial Cadet Squadron,
Michigan Wing
Dr. Cesario R. Nieves Cadet Squadron,
Puerto Rico Wing
99th Pursuit Composite Squadron,
Nebraska Wing
Eagle Composite Squadron,
New Mexico Wing
Eagle Rock Composite Squadron,
Idaho Wing
McMinnville Composite Squadron,
Oregon Wing

First-Time Awards for Distinctive Achievement in Mishap Prevention

Northeast Region - Connecticut Wing
Southeast Region - Georgia Wing
Middle East Region - South Carolina Wing
Southwest Region - Louisiana Wing
Great Lakes Region - Illinois Wing
Pacific Region - Washington Wing
Rocky Mountain Region - Utah Wing

NHQ Employee of Year

John Desmarais - Operations Directorate



CAP Cadet Member of the Year — Lt. Col. Jennifer Neville



CAP's Senior Member of the Year — Lt. Col. Diane Wojtowicz



F. Ward Reilly Leadership Award — Maj. Albert R. Therriault



Gen. Billy Mitchell Award recipient Cadet 2nd Lt. Joshua A. Abegg of the New Jersey Wing, standing with award presenters, from left, Brig. Gen. Richard Anderson, Brig. Gen. Richard Richard Bowling, Col. Dwight Wheless, Col. Larry Kauffman, Brig. Gen. Paul Bergman and retired Air Force Lt. Gen. Nicholas Kehoe.

MARS Utah cadets experience 'life' on the Red Planet

It may seem like a step into the future to live and work on Mars, but exploring a new frontier can call forth limitations reminiscent of the past.

For 12 Utah Wing cadets who spent five days in a Mars simulation module at Hanksville, Utah, forays outside living quarters meant suiting up in heavy clothing. Preparing a meal meant using food that had been stored for months, and bathing meant rationing every drop of water.

A large number of cadets applied for the first Mars Simulation. Organizers tried to be sure as many Utah squadrons were represented as possible. Those attending were: Chante Lemieux, Micah Jones, Burton Gingerich, Collin Wood, Jolene Jeppesen, Adam McGee, Robert Kelley, Robert Hawk, Benjamin Henderson, Chandler Malichanh, Scott Twitchell and Cadet Jonathan Wymore.

The unique encampment in late July was the first of its kind. It was sponsored by the Mars Society, an international organization dedicated to the manned exploration of Mars, at its Mars Desert Research Station. The station, used by professional researchers from September to May each year, was built in 2001 and is located in the arid Utah desert northwest of Hanksville. Leading the cadets to the site was John Barainca, a certified flight instructor who is both a Mars Society member and a CAP colonel and former wing commander, having joined as a cadet himself in 1950. CAP senior member Robin Hawk was on hand to assist.

"I work with the Mars Society in education and outreach," Barainca said. "When asked to do a youth program at the habitat, I suggested using CAP cadets for our first crew because of the organization and leadership structure built into the cadet program. I knew we would have a responsible, self-disciplined and eager aerospace-oriented group."

For the cadets, a typical day "on Mars" started at 5 a.m. with a breakfast of MREs (meals ready to eat) and personal hygiene. Next was a briefing on the day's extravehicular activity and an equipment check. The cadets then donned the space suits necessary for any work outside the habitat and worked those

missions only during early morning hours before the desert temperatures rose.

Working in teams of three, they collected samples from the desert terrain. "We were looking primarily for endolithic and hypolithic organisms," Barainca said, "which are things that grow inside of and under rocks to survive in extremely dry conditions."

Cadets Henderson and Malichanh assembled and deployed a climate-monitoring station provided by NASA to provide ongoing information for habitat researchers. Other cadets discovered a petrified tree high in a sandstone wall and petrified roots in the rocks of a stream bed. And on the hill nearby, they found small pieces of petrified bone, indicating the site of a buried dinosaur.

With their field work completed each day, the cadets returned to the station for lunch and then conducted physical, chemical and biological tests on the samples they collected.

Barainca, who has taught high school science and astronautics for 30 years, also held academic classes for the cadets. "We talked about the requirements for long-duration space flight, the environment on the surface of Mars, and the realities of living and working on Mars."

Dr. Robert Zubrin, president of the privately-funded Mars Society, said the habitat provides valuable data for future Mars expeditions. "Mars is a vast, uninhabited and geologically diverse planet," he said. Since a one-way trip to the planet takes some six months, he said, its exploration requires the kind of preparation for long-term living conditions and equipment



Deploying a solar panel for the Mars simulation project are Civil Air Patrol cadets Ben Henderson, Chandler Malichanh and Scott Twichel.

that can only be achieved in actual simulation.

"In my experience," Zubrin said, "CAP cadets are a fine group of self-disciplined kids. We couldn't have chosen a better group for this pilot project."

Barainca agrees. "The cadets came to the project with built-in group identification and practice in both followership and leadership. They showed great interest in playing the part of space explorers and learning what it might be like to live and work on another planet.

"It's important to motivate young people to stretch their thinking and learn they can perform in conditions that require more than they are normally accustomed to doing," he said. "It forces them to operate in a team context, where their individual contributions make a difference in the final outcome."

The Mars Desert Research Station is one of several such units. Its centerpiece is a cylindrical habitat that is only eight meters in diameter. Barainca said the lack of personal space in the research station required unusual cooperation among the cadets, "but when I asked them if they'd do it again, there was a resounding 'yes!'" he said.

As a result of the encampment's success, Barainca and Zubrin say the Utah Wing and Mars Society plan to offer the Mars Simulation to cadets again next summer.

Melanie LeMay
Public Relations Specialist
CAP National Headquarters

Red Planet

Average temperature
218° Helvin
(-55° Celsius)

Minimum temperature
140 H (-133°C)

Maximum temperature
300 H (27°C)

Surface area —
About same as earth's
land surface

Academic, flight scholarships available for cadets



Each year, Civil Air Patrol provides academic and flight scholarships to deserving cadets and senior members who meet eligibility requirements.

Basic eligibility criteria

Unless otherwise noted in the various scholarship descriptions below, applicants must meet the following criteria:

- ✓ Current CAP member;
- ✓ Have earned the Mitchell Award or attained the Senior Rating in the Cadet Programs Specialty Track;
- ✓ Must submit to HQ CAP/CPR a completed CAP Form 95 Application for CAP Scholarship endorsed by the unit and wing commander. Submit a separate CAPF 95 for each scholarship for which you are applying. To download the CAPF 95, visit www.capnhq.gov, click "Cadet Programs" and "Scholarships";
- ✓ The applicant must maintain an academic and discipline standard acceptable to the school they are attending. Their conduct must reflect credit upon themselves and CAP. This includes obeying school policies and established laws;
- ✓ Applicants must be enrolled in a full time course of study during the academic year for which the scholarship is awarded. Requests for waivers must be presented to HQ CAP/CP;
- ✓ Cadets who will be a senior member prior to Jan. 31 must ensure that their transfer of status is completed so that scholarships can be awarded; and
- ✓ Upon request, the scholarship recipient must provide documentation of all academic work completed while on scholarship.

All required information must be submitted before the application will be considered. Late applications will not be accepted.

If possible, submit the application as a single package versus mailing elements of the application separately.

It is the applicant's responsibility to ensure that all required materials are submitted on time. Applications must be neatly prepared; illegible applications will not be considered.



Cadet Programs Directorate

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Processing

Upon receipt, all applications will be acknowledged by CAP National Headquarters via U.S. mail or e-mail. Unless otherwise noted, send completed applications to: HQ CAP/CPR Scholarships, 105 South Hansell St., Maxwell AFB AL 36112

Academic scholarships

Academic scholarships are monetary awards used to support post-secondary education at colleges, universities, and vocational or technical institutions. Monies are sent directly to the recipient and are to be used for tuition, books, or room and board. Scholarship recipients must ensure that the money is used responsibly.

CAP is pleased to announce the following scholarships are tentatively available for the 2003-'04 academic year:

✕ Undergraduate scholarships are awarded to selected applicants who have completed less than 60 credit hours, or the equivalent, prior to the start of the fall semester in which the scholarship is awarded. Applicants may pursue any major;

✕ Advanced undergraduate scholarships are awarded to selected applicants who have completed at least 60 credit hours, or the equivalent, prior to the start of the fall semester in which the

scholarship is awarded. Applicants may pursue any major;

✕ Graduate scholarships are awarded to selected applicants who have, or will have by the end of the current year, a bachelor's degree from an accredited college or university. Applicants may pursue any major; and

✕ Technical/vocational scholarships are awarded to selected applicants who will be attending an accredited post-secondary trade, technical or vocational school.

Eligibility requirements: Academic scholarship requirements as follows: Must be a high school graduate or hold a GED; and must be accepted to a college/school or provide proof that an application has been made.

Application requirements

Attach the following to the CAPF 95 and forward to HQ CAP/CPR:

- ✕ Official high school or college transcripts for the past three years.
- ✕ Scores on ACT/SAT college entrance exams (graduate students may substitute MAT/GRE).
- ✕ Statement of acceptance from an accredited college or university or proof that application has been made.
- ✕ Recent photo in uniform
- ✕ No more than three (3) letters

of recommendation.

✕ All required application elements must be postmarked by Jan. 31, 2003.

School accreditation

Colleges or universities you plan to attend must be accredited by one of the six national accreditation associations. Technical/vocational schools that you plan to attend must be accredited and/or recognized and approved by HQ CAP/CP.

Selection procedures

A special committee selected by HQ CAP/CP will meet and score the applications. The areas that will be evaluated include: academic achievement, CAP accomplishments and activities, and extracurricular or community service activities. Scholarship winners will be announced in March 2003.

Special awards

The top six applicants, as scored by the scholarship selection committee, will each be awarded a \$1,000 scholarship sponsored by USAA (5) and Who's Who Among American High School Students (1) in lieu of a general CAP corporate scholarship of lesser value.

AF Academy Prep School

Each year CAP National Headquarters submits recommendations to the U.S. Air Force Academy for one cadet to attend the U.S. Air Force Academy's Preparatory School. The USAFAPS' one-year program (valued at more than \$32,500) increases a student's potential for admission to the academy and successful completion of the its curriculum.

Cadets who desire a USAFA appointment are highly encouraged to apply.

Note: This is an application for a recommendation, not an appointment or nomination.

Eligibility requirements: Earned the Mitchell award; be at least 17 years old, but not yet 22 on July 1 of the admitting year; be a U.S. citizen, or assured of citizenship before USAFAPS graduation; be unmarried and have no legal dependents; be of

See **Scholarships** . . . Page 20

Scholarships . . . from Page 19

high moral character (for example, have no record of convictions of civil offenses other than minor traffic violations); be medically qualified for an appointment to the Air Force Academy; and not have previously attended a service academy preparatory school or college.

Application requirements

Application for a USAFA Preparatory School recommendation is a two part process.

Part A — USAFA Application: Applicants must first apply directly to the USAFA using the USAF Academy Application of Admission. Obtain this application by writing to: USAFA/RRS, 2304 Cadet Dr., Suite 200, USAF Academy, CO 80840-5025. Or, go to www.academyadmissions.com on the Web. Deadline for requesting the USAFA application is Dec. 31 of your senior year. The completed USAFA application must be received by USAFA no later than 31 January of the year entering the USAFA.

Part B — CAP Application involves the completion of a CAPF 95 with the following attached:

- * SAT or ACT scores (minimum entry scores for USAFAPS are 510 verbal and 530 math on the SAT; or, 23 English, 23 Math, 23 Sciences Reasoning, and 23 Reading on the ACT).

- * An official transcript of all high school work.

- * A written statement that you are not married and have no legal dependents.

- * A copy of your birth certificate

- * A recent 3 X 5 photograph in full length CAP uniform (a CAP only requirement).

- * Letters of recommendation (maximum 4).

- * Send the completed CAPF 95 and required attachments to HQ CAP/CPR at the address above. Applications must be postmarked by 30 November 2002.

Selection procedures

A board of senior Air Force and CAP officials will convene at CAP National Headquarters to select cadets to recommend to the preparatory school. The board will specifically evaluate applicants in the following areas:

- * SAT or ACT scores.

- * High school academic record, including GPA, type and level of courses, AP test scores, attendance, and scholastic awards.

- * Performance as a CAP cadet including achievement level, participation in activities, demonstrated leadership, and physical fitness.

- * Extracurricular activities and community involvement outside of CAP including youth and church organizations, school and sports activities, and community service.

- * Personal appearance as shown in the photograph.

- * Other factors including unit and wing commander endorsements, letters of recommen-

dation, and demonstrated leadership potential.

Application packages receiving CAP recommendations will be forwarded to USAFA officials who will make the final selection(s). Selections are usually announced in April.

Auburn University Engineering Scholarship

Auburn University in Auburn, Alabama, awards a \$6,600 scholarship to a CAP cadet who will major in textile engineering, textile chemistry, or textile management and technology at Auburn. The recipient would study in a department that performs research affecting aircraft structures, NASA satellites and rocket motor nozzles, and other aerospace applications. For application procedures, visit www.capnhq.gov, click "Cadet Programs" and "Scholarships." For information about Auburn University, visit www.auburn.edu.

Flight-related scholarships

Unless otherwise noted below, CAPF 95 applications for the following flight-related scholarships must be postmarked by 31 January and sent to HQ CAP/CPR. .

Maj. Gen. General Lucas V. Beau Flight Scholarship

The Order of Daedalians, a national fraternity of military pilots, awards five \$2,100 flight scholarships to help deserving CAP cadets earn their FAA private pilot's license.

Eligibility requirements: Current CAP cadet; Earned the Mitchell Award; Be at least 16 but not have turned 19 on June 1, 2003; Possess vision 20/50 or better (corrected to 20/20); apply using CAPF 95. Younger cadets unable to provide SAT/ACT scores or college information should attach a short note of explanation; Send the completed application to HQ CAP/CPR, postmarked by March 1; and semifinalists may be required to participate in a telephone interview.

Applicants will automatically be considered for a CAP general aviation flight scholarship.

Spatz Association Aerospace Leadership Scholarship

The Spatz Association sponsors annual scholarships to help CAP cadets advance their flight training from solo to private pilot. A limited amount of the scholarship may also be used to attend a CAP leadership activity.

Eligibility requirements: Current CAP cadet who has earned the Mitchell Award; earned solo wings in a powered aircraft; maintain a 3.0 GPA (normalized); and not selected for a similar scholarship or grant.

For application procedures, visit www.capnhq.gov, click "Cadet Programs" and "Scholarships."

General aviation flight scholarships

To keep up with the demand on flying scholarships, CAP may offer a general aviation flight scholarship. These scholarships are available to all cadets interested in getting a private pilot's license. The number of scholarships and the award amount will depend on funds available.

Eligibility requirements: Current CAP cadet; earned the Mitchell award; be at least 16 on June 1, 2003; apply using CAPF 95 (younger cadets, who are unable to provide SAT/ACT scores or college information, should attach a short note of explanation; and send the completed application to HQ CAP/CPR, postmarked by March 1.

Dowling College

Dowling College annually sponsors one one-year scholarship (valued at about \$8,000) and two one-year scholarships (valued at about \$4,000) for cadets enrolled at the Dowling College School of Aviation. This scholarship is also open to senior members. For more information about Dowling College, visit www.dowling.edu.

Spartan School of Aeronautics

Spartan School of Aeronautics offers up to 26 \$2,500 scholarships to CAP cadets attending their facilities in Tulsa, OK. There are 26 different aviation education programs to choose from. This scholarship is also open to senior members. To find out more about Spartan School of Aeronautics visit www.spartan.edu.

Col. Louisa Spruance Morse CAP Scholarships

Embry-Riddle Aeronautical University makes three \$1,000 scholarships available to students who are enrolled at an Embry-Riddle Aeronautical University campus and have completed the first semester of AFROTC. See your AFROTC instructor for information and applications. Do not apply for these scholarships through CAP National Headquarters. This scholarship is also open to senior members.

Other scholarship opportunities

U.S. Air Force Chief of Staff Scholarship

This \$1,500 scholarship is automatically awarded to CAP's Cadet of the Year. The money is sent to the educational institution or training facility of the cadet's choice. (See CAPR 39-3 for details.)

Clara E. Livingston Cadet Scholarship

This \$4,000 scholarship, which is named after an aviation pioneer, CAP member during World War II and former Puerto Rico wing commander, is available only to Puerto Rico Wing cadets (as stated in Livingston's will). Puerto Rico Wing cadets are encouraged to apply for this award to advance their preparation and training for any field such as flying, the professions, academics, business, manual arts or for travel that will expand their horizons. Contact Puerto Rico Wing for more information.

SENIOR PROGRAM



GILL ROBB WILSON AWARD

LT COL JACQUES W CARTER	CA
LT COL JAMES H STEINMEIER	MD



PAUL E. GARBER AWARD

MAJ JOSEPH A MASSAE	CA
LT COL ROBERT J VAN HORN	CA
MAJ A M TOUSSAINT	CO
MAJ JOHN E BUTLER	CO
MAJ JUAN C GONZALEZ	FL
CAPT LINDA E TRIMPEY	FL
MAJ ALLEN E CHILCOTE	IA
MAJ MICHAEL D CURTIS	IL
CAPT RODERIC F BROOME	MN
CAPT JOHN F CLARK	NV
MAJ ROBERT S SMITH	PA
LT COL GEORGE E GRONDIN	TX
MAJ DAVID C SCULL	VA



GROVER LOENING AWARD

MAJ JOSEPH A MASSAE	CA
LT COL ROBERT J VAN HORN	CA
MAJ A M TOUSSAINT	CO
MAJ JOHN E BUTLER	CO
MAJ JUAN C GONZALEZ	FL
CAPT LINDA E TRIMPEY	FL
MAJ ALLEN E CHILCOTE	IA
MAJ MICHAEL D CURTIS	IL
CAPT RODERIC F BROOME	MN
CAPT JOHN F CLARK	NV
MAJ ROBERT S SMITH	PA
LT COL GEORGE E GRONDIN	TX
MAJ DAVID C SCULL	VA



BRIG. GEN.

**CHARLES E. "CHUCK" YEAGER
AEROSPACE EDUCATION AWARD**

2ND LT ROBERT SMALLEY	AZ
2ND LT ALIX S. HAYNES	CO
2ND LT DAVID W. RIDGE	CO
1ST LT FRANK ALEXANDER	IL
SR MBR STEVEN HANDLER	IL
CAPT RUSSELL MONIE	IL
CAPT JAMES OLIVI	IL
CAPT GREGORY CARTER	MA
1ST LT JOEL HEUSSER	MA
1ST LT LAUREN KESSLER	MA
CAPT THOMAS LYONS	MA
LT COL HARRY MOTTLEY	MA
SR MBR LENORE MULLIN	MA
CAPT WILLIAM RIEKER	MA
CAPT DAVID SNOW	MA
1ST LT ROBIN VITA	MA

CAPT KIENO D. THOMAS	NJ
MAJ RICHARD A. CALMA	NY
2ND LT ADAM J. CANDIB	NY
SR MBR FRANCIS R. CORNELIUS	NY
LT COL MARK H. CRARY	NY
1ST LT EARL R. HOLDREN, III	NY
LT COL JOHN HOSP	NY
SR MBR MICHAEL P. LANGFIELD	NY
CAPT LINDA L. MARTINEAU	NY
1ST LT MATHEW J. MARTINEAU	NY
CAPT MAURICE J. MARTINEAU	NY
FO MORGAN E. PAYNTER	NY
MAJ JOHN M. RUGAR, JR.	NY
1ST LT GILLIAN G. YOUNG	NY
MAJ FRED J. BLUNDELL III	TX
2ND LT JOHN B. HAMILTON	TX
SR MBR DAVID C. GOODROE JR.	TX
LT COL JAMES L. GREENSTONE	TX
2ND LT KELLY B. KING	TX
2ND LT ALAN C. KINSEY	TX
MAJ SIDNEY S. LOTZ JR.	TX
CAPT NORMAN L. MCGOWAN	TX
SR MBR NICHOLAS A. MOTLAGH	TX
SR MBR AHNNA E. PEAVEY	TX
SR MBR THOMAS M. POWERS	TX
2ND LT GARADI UDAYASHANKAR	TX
1ST LT CHRISTOPHER M. VOLPE	TX
SR MBR PETER L. WALDEN	TX
CAPT JAMES B. WYATT	TX
1ST LT PENNY J. WYATT	TX
2ND LT WOLFGANG SIEGER	UT
1ST LT JAMIE W. TREAT	WA
CAPT MICHAEL L. MCCORMICK	WA

CADET PROGRAM



GEN. CARL A. SPAATZ

BRETT A. MATTCHECK	GA
STEVEN R. GULLBERG II	MO



GEN. IRA C. EAKER AWARD

NINA J. MCDONALD	CO
SOLOMON NADER	FL
MICHAEL A. SPEARS	FL
BRANDON P. DELIMA	HI
GUSTIN T. STAMATINOS	NY
JONATHAN R. COCHRAN	TN
DOUGLAS S. PABST	TX
COLIN J. MCLENNAN	UT
JONATHAN W. FREDERICKS	VA
STEWART L. SIBERT	VA



AMELIA EARHART AWARD

MICHAEL T. MALOY	AZ
JUSTIN J. MCKELVEY	CA
TYLER E. STOVER	CA
STEPHEN R. LANGONE	DC
PETER D. HANSEN	DE
NOLAN K. MADRIAGA	HI
AIMEE M. MCFADDEN	ID
MOLLY A. SCHAEFFER	KY
DAVID J. BURGIO	MN
KEVIN T. KROLL	MN
STEPHEN A. KNOCH	MO
JOEL E. PALMER	MO
JACOB T. WHITEHEAD	MO

JASON S. BOWEN	NC
JOHN C. BROOKS	NC
DEBORAH HANUS	NE
MARK A. LENO	NH
KIMBERLY A. SORBER	PA
JAIME P. MARTINEZ	PR
EMILIO NADAL	PR
MIGUEL A. RODRIGUEZ	PR
ANDREW D. SUTTON	SC
JOHN M. LAFI	TN
ANNA M. FINN	TX
DANACA S. HOPKINS	TX
KATHLEEN HOBBS	UT
SHEM S. WHITEHEAD	UT
KELSEY K. AITCHISON	WY



GEN. BILLY MITCHELL AWARD

JAMES MCKINNEY	AR
MICHAEL L. PARKER	AR
WILLIAM J. SELDEN	AR
ROBERT J. BALL	AZ
ROCH L. RENAUDOT	AZ
MICHAEL L. SEAVEY	AZ
ANTHONY E. ARAKELIAN	CA
CHARLES A. COULOMBE	CA
STEPHEN M. HOOKER	CA
JOANNA M. LEE	CA
JONATHAN SCHMIDT	CA
DAVID W. VAN GORDER	CA
CODY A. BORDEWYK	CO
CHRISTI A. KRATTI	CO
PATRICK MAHAN	CO
NATHANIEL C. SIMMONS	CO
ROBERT L. STATON	DE
JOSHUA C. ADERS	FL
STEVE A. ADRIAZOLA	FL
PATRICK J. BARTOSAVAGE	FL
GIL GUTIERREZ	FL
ERIN M. KILLIAN	FL
STEVEN A. MAROS	FL
EDUARDO RODRIGUEZ	FL
GRIFFIN R. SOWINSKI	FL
JENNIFER A. HUNTER	GA
SARA E. HUNTER	GA
COLLIN J. LYNCH	GA
MATTHEW D. MORGAN	GA
DAREY N. O'CONNOR	GA
JOHN D. FOX	ID
SETH T. KRICKL	ID
TRAVIS B. POTTER	ID
MICHAEL A. FILIPPINI	IL
HANK M. KESTER	IL
GORDON W. SENESAC JR.	IL
BRIAN M. VON PASECKY	IL
NICHOLE M. CROCKER	KS
DUSTIN L. DAY	KS
JOSEPH P. HARRIS	KS
DEREK S. MONTGOMERY	KS
JEFFREY L. HEITMAN	MA
CHRISTOPHER STRASSBERGER	MA
LAUREN VISCITO	MA
NINA M. YACOVONE	MA
NELLY HOPPE	MD
JAMES M. MCCLURE	MD
DAVID L. MCCONNELL	MD
TIMOTHY B. ROSTKOWSKI	MD

SCOTT M. VANCE	MD
TIMOTHY M. DIXON	MI
CHRISTIAN R. WELTER	MI
MATTHEW A. RUSSELL	MN
LUCINDA E. SPREEMAN	MN
BART C. WERNESSE	MN
GREGORY A. BIRD	MO
HOLLY L. CHESNUT	MO
ANDREW LUKE	MO
JOSHUA R. MEADOWS	MO
PAUL K. PHILLIPS	MO
DAVID A. PIERCE	MT
JEREMIAH J. ROONEY	MT
MATTHEW F. WILSON	NC
MACKINZIE R. NYGAARD	ND
MARK R. BETTS	NH
PETER A. KASZYNSKI	NH
STEPHANIE A. BOYER	NJ
RALPH N. GROSSMAN	NJ
WILLIAM MEYER	NJ
MICHAEL A. O'CALLAGHAN	NJ
CARL I. KLEPZIG	NV
ANDREW NW TSUI	NV
YANNICK L. LEWIS	NY
MATTHEW R. SCHEUER	NY
TIMOTHY C. STROUD	NY
KEVIN YIN	NY
NATHANIEL F. KLING	OH
MELISSA A. CROY	OR
JASON T. NEWBY	OR
BRIAN C. ADAMS	PA
JONATHAN P. CHISHOLM	PA
KURTIS E. DROPPA	PA
DAVID J. KALINOSKI	PA
WILLIAM C. POWELL	PA
ANGAD S. SANDHOO	PA
ALEXANDER E. SUTHERLAND	PA
MAYOVANET MANE	PR
WILFREDO A. MARTINEZ	PR
JAIME P. MARTINEZ	PR
DANIEL ORTEGA	PR
FEDERICO C. QUINONES	PR
FRANCISCO RAMIREZ	PR
ANGEL D. SANTIAGO	PR
AMANDA L. CAIRES	RI
KENNETH W. LINDLEY	RI
ANTHONY L. PEZZUCO	RI
HEITH B. ROBINSON	SC
MATTHEW S. ISBELL	TN
SARA C. BLACK	TX
JEROME A. GOMEZ-SIMMONS	TX
WILLIANA V. GOMEZ-SIMMONS	TX
BRIAN N. GREEN	TX
PATRICK S. MAXWELL	TX
RICHARD A. MAXWELL	TX
DAVID I. MCLEMORE	TX
LAUREN OSTROV MITCHELL	TX
KEITH SMITH	TX
BRADLEY SUTTON	TX
JAMES W. KELLY	VA
ERIN L. LAMNECK	VA
VIRGINIA L. LAMNECK	VA
KATE M. LAMNECK	VA
ANDREW C. TRAVIS	VA
IAN T.J. ARLOW	WA
BARRETT F. GUENTHOER	WA
MATTHEW G. JOHNSON	WA
WILLIAM J. JOHNSON	WA
NEIL W. KAWAGUCHI	WA
AMANDA L. BOND	WV
STERLEY C. FLANAGAN III	WV
CODY R. PUGH	WV
SEAN J. SILLOWAY	WV

AMELIA EARHART AWARD

LT COL CARMEN L. CANALS	PR	23 OCT 98-31 OCT 02	29 YEARS
		1977-1996, 1969-1975	
LT COL GEORGE T. DAVIS	AL	28 AUG 68-28 FEB 02	34 YEARS
LT COL THOMAS B. THEIS	MN	28 OCT 80 - 31 OCT 02	22 YEARS
CAPT THOMAS J. CANAVAN	NY	28 DEC 79-30 SEP 02	23 YEARS
1ST LT FREDERICK J. CHAMBERS	CA	28 JUN 77-30 JUN 02	25 YEARS

DISTINGUISHED SERVICE MEDAL

COL KENNETH J. HERMAN	NH	7 NOV 1998 TO 14 SEP 2002
COL JAMES F. LINKER	MN	13 SEP 1997 TO 14 SEP 2002

Congrats to all!

Nationwide

Reporting achievements of CAP members

NORTH-EAST REGION

COMMANDER
COL. RICHARD A. GREENHUT

CONNECTICUT * MAINE
MASSACHUSETTS * NEW
HAMPSHIRE * NEW JERSEY
NEW YORK * PENNSYLVANIA
RHODE ISLAND * VERMONT

CONNECTICUT – Cadets of the 399th Composite Squadron in Danbury, Conn., have had a rare opportunity to learn about aerospace education and aviation history close-up.

The cadets were able to put their hands on parts of aerospace history because squadron member 2nd Lt. Mark Boudreau is an avid collector of historical aviation items and has been willing to provide items from his collection for use as subjects of aerospace education briefings.

Among the items used were a Pratt and Whitney J-57 turbojet engine, which was used to power such aircraft as the B-52 Stratofortress bomber and the F-100 Super Sabre fighter, and a 28-cylinder Pratt and Whitney R-4360 radial engine, which was used to power the B-36 Peacemaker bomber, and cargo aircraft such as the C-119 Flying Boxcar and C-124

Globemaster. Boudreau has also made a MiG-17F Fresco-C — currently being restored — available to the cadets for education purposes.

Use of the engines for aerospace education purposes allows the cadets to actually see the components of jets and reciprocating engines. The MiG-17 has been used to explain development of fighter aircraft and the history of that particular aircraft in aviation.

Lectures about aerospace education alone could not replace what the 399th squadron cadets have learned through this hands-on approach to aerospace education.

1st Lt. John Freeman

MASSACHUSETTS – Members of the Franklin County

Cadet Squadron held a squadron leadership night to help the squadron's newer cadets.

The leadership night centered around two courses designed to give cadets the basics of leadership and "followership." The courses were taught by senior cadets for those cadets who are new to CAP.

The course followed the basic outlines of the Massachusetts Wing's integrated leadership school and was divided into two courses: Noncommissioned officer school and basic leadership school.

Those who attended the basic leadership school were taught about CAP history, basic drill, "followership," and customs and courtesies. The NCO school students were trained on how to conduct drill for a flight, proper drill commands, the role of the NCO in the squadron, and how to be a good flight sergeant or first sergeant.

The cadets who took part were: Lt. Cols. Telitha Conway and Tara Conway; Maj. Can Connell; Senior Master Sgt. Tim Clough; Senior Airman Matt Muka; and Airmen Andy DeMello, Colleen Scott, Steven Boudreau and Bill Bilven.

✪ ✪ ✪

Members of the Franklin County Cadet Squadron took part in a weekend emergency services bivouac as part of their ground team training program.

The cadets who participated slept in tents, learned basic survival and hygiene skills, and trained in topics such as blood-borne pathogens, line-search techniques, map and compass reading, and using direction-finding equipment.

Those who were involved rated the bivouac as successful overall, and many cadets said they hoped there would be another one held soon.

The cadets who took part in

the bivouac were: Maj. Dan Connell, bivouac cadet commander, Tara Conway, Telitha Conway, Tim Clough, Matt Muka, Colleen Scott, Bill Bilven, Andrew DeMello and Steven Boudreau. Senior members who took part included: Lt. Col. Valeda Peters, Maj. Phil Sheridan, 1st Lt. John Vanbobo, 1st Lt. Monica Williams and Capt. Carolyn Conway.

Cadet Maj. Dan Connell

MASSACHUSETTS –

Members of the Pilgrim Composite Squadron worked with other groups at an annual picnic for people with disabilities.

Eight cadets and senior members worked with members of other Pilgrim, Mass., area organizations to treat 70 people

who rode 40 miles by bus to make it to the picnic, and a four-year-old girl with cerebral palsy who was excited about seeing and riding in a plane.

At the end of the day, tents were taken down and folded, chairs and tables returned to their places, and the area cleaned up.

Pilgrim squadron cadets who attended were: Airman 1st Class Chris Bertrand; Airmen Tyler Goble and Ben Marble; and 2nd Lt. Chris Querze. Senior members who took part included: Maj. Alfeo Ruffini, Capt. Robert Yaeger, 1st Lt. Peter Goble and 2nd Lt. Chris Querze.

Other organizations represented by volunteers included the Plymouth Aero Club, airport management, Alpha-1 Flight



Cadet Ben Marble of Massachusetts Wing's Pilgrim Composite Squadron offers water and conversation to a man attending the Wheelchair Picnic in Pilgrim, Mass., an annual event held for people in the community with disabilities.

with disabilities, including patients of area veterans hospitals, to an afternoon of airplane rides, food and music at the annual Wheelchair Picnic.

The cadets and seniors set up tents, carried and set up tables and chairs, and helped people into two Cessna airplanes provided by a local flight school. They also made sure everyone was kept hydrated and served food to the picnic attendees.

Pilgrim squadron members were especially touched by a man confined to a wheelchair

School, Handicapped Person's Sponsorship Association and Plymouth Emergency Management Association. Also present were singer Bobby Gage and Massachusetts Representative Virator Demacedo.

Capt. Robert Yaeger

NEW YORK – The New York Wing's New York City Group grew in size as the Arts and Business High School Cadet Squadron received its official charter.

The new squadron, which has its headquarters on the

Coast to Coast

The purpose of the Coast to Coast section is to provide publicity for the achievements of Civil Air Patrol members involved in CAP activities at the unit, wing and region levels. Submissions should be sent no later than 45 days after the event via e-mail to capnews@capnhq.gov or via the U.S. Postal Service at the following address: Coast to Coast, *Civil Air Patrol News*, 105 South Hansell St., Maxwell AFB, AL 36112-6332. The submission deadline is the first Monday of the month preceding the month of publication. Photos may be sent electronically or by mail. (See Page 2 for technical details.) For questions regarding submissions, please call Dan Meredith at (334) 953-7548.

Northeast Region

P. O. Box 2543
Vincentown, NJ
08088-5000

Middle East Region

8151 Sherbrooke Ln.
North Charleston, SC
29418

Great Lakes Region

629 Fleddermouse
Novi, MI
48374-1106

Southeast Region

1101 NW 114th Ave.
Plantation, FL
33323

North Central Region

15471 Hangar Road
Room 131
Kansas City, MO
64147-1219

Southwest Region

P.O. Box 292755
Lewisville, TX
75029-2755

Rocky Mountain Region

P.O. Box 371093
Denver, CO
80237-1093

Pacific Region

28829 Lockheed Dr.
Suite 2C
Eugene, OR
97402-9500

Horace Harding Expressway in Corona, N.Y., will be led by Sr. Mbr. Domingo Martinez of Ozone Park, N.Y.

Martinez is just one of four new squadron commanders in the New York City Group. Capt. Mac Brice replaced Maj. Stephen Samuels as commander of the Academy Cadet Squadron.

Capt. Ruby Bostic, a Tuskegee Airmen member, assumed command of the Falcon Senior Squadron. He replaced Maj. Douglas Woodard. The fourth new squadron commander, 1st Lt. Matthew Bentz, assumed command of the Floyd Bennett Senior Squadron. He replaced 1st Lt. Ray Zajkowski.

PENNSYLVANIA – Cadet and senior members of the Johnstown Composite Squadron visited a memorial in Shanksville, Pa., honoring those who were killed on Sept. 11, 2001, when Flight 93 crashed after being taken over by terrorists.

When the squadron members arrived at the memorial wall, several other visitors asked the squadron members to pose with the American flag that commemorated Flight 93 and those who perished. The group surrounded the flag and held it for about five minutes. They were then asked to fold the flag. Many visitors took pictures of the squadron members folding the flag.

Squadron members said they sincerely appreciated the opportunity to take part in the tribute.

A veteran explained that he presented the flag every hour throughout that weekend for visitors to the memorial to hold. The flag was flown over the capitol in Washington, D.C., on Sept. 9, two days after the Johnstown squadron members visited the memorial.

The squadron members also placed a Black Sheep Squadron patch on the wall and secured it with a CAP pin, and then put a squadron hat on the wall.

Johnson squadron cadets who took part in the trip were: Capt. Tom Leslie; 1st Lts. Adam Tribold and Sean Barker; 2nd Lt. Shane Barker; Staff Sgt. Adam Mock; and Airmen Phil Patsch and Charlie Wilson. Senior members present included: 1st Lts. Barb Barker, squadron commander, and Jenice Mock; and 2nd Lt. Cheryl Leslie. Cadet 2nd Lt. Sean Klugh of the Jesse Jones Composite Squadron also participated.

1st Lt. Jenice Mock

MIDDLE EAST REGION

COMMANDER
COL. ROBERT T. TOWNSEND

DELAWARE * MARYLAND
NATIONAL CAPITAL * NORTH
CAROLINA * SOUTH CAROLINA
VIRGINIA * WEST VIRGINIA

NATIONAL CAPITAL – Members of the Andrews Composite Squadron recognized a new squadron commander during a formal change-of-command ceremony.

During the ceremony, Maj. Edward A. Arias took over the squadron commander position from Capt. Danny R. Sullivan. Col. Frank J. McConnell, National Capital Wing commander, officiated over the ceremony, which was held at Andrews Air Force Base, Md.

Sullivan served as squadron commander for a little more than a year and still plans to remain active in the Andrews squadron. While he was squadron commander, he helped keep the squadron's cadet programs on track and made sure the program successfully implemented all the changes required by national headquarters and the wing. He also helped keep retention rates in the large squadron high. The squadron has more than 50 cadets and about 40 senior members.

Arias joined CAP as a cadet in 1976 in Brooklyn, N.Y., where he earned the Amelia Earhart Award. He first joined the Andrews squadron in 1990 and served as the leadership officer and deputy commander for cadets until 1996. From there, he moved to New Jersey, then back to Maryland in March 2002.

Arias is currently a supervisor at the Federal Bureau of Investigation in Washington, D.C. He holds a bachelor's degree from Fordham University, a paralegal certificate from Long Island University, a bachelor's in computer science from Lehman College, and a master's in computer science from John Hopkins University.

1st Lt. Paul S. Cianciolo

NORTH CAROLINA – Members of the Iredell County Flight helped renovate a local school.

Nine cadets and five senior members spent a day working

on the Statesville (N.C.) Christian School, to help get the school ready for the return of students. The group meets in one of the school's classrooms every Thursday night and volunteered to help the school to show their appreciation. The relationship between the school and the flight, officials said, demonstrates how people work together in the community to help

Cadets and senior members helped knock out walls to enlarge classrooms, strip wall paper, move entire classrooms and fill storage closets.

Cadets who took part in the activities were: Isaac Zika, Derrick Zika, Joshua Jenkins, Carlos Vargas, John Vargas, Shadrick Martin, Lee Allen, Jay Mayhle and Shaun Shuping. Senior members who participated were: 1st Lts. David Shuping, flight commander, Breese Nisbitt and Denise Chapman; and 2nd Lts. Laura Eagle and Max Chapman.

1st Lt. Denise Chapman

★ ★ ★

On the night of Aug. 26, people came to the Statesville Christian School to meet Ashton Lewis Jr.

Lewis drives the # 46 CAP Chevrolet in the Busch Series of NASCAR racing.

Lewis took time to sign autographs, take pictures and talk to everyone in attendance. Lewis drives for Lewis Motorsports. Not only does he drive for his fathers team, but Ashton also goes to work everyday and works on the car along side of his crew, which is crew-chiefed by his bother, Charley. Ashton is able to help his team not only by how the car feels and telling his team what could be going wrong, but he also has a degree in mechanical engineering and is capable of working on the car.

While Lewis was at the Statesville Christian School, he and Maj. Aaron Harper, North Carolina Wing's cadet programs development officer, performed the honors of presenting Lt. David Shuping with the Civil Air Patrol Charter. Shuping is the commander of North Carolina Wing's newly formed Iredell Composite Squadron.

1st Lt. Denise Chapman

SOUTH CAROLINA – Cadet members of two South Carolina Wing squadrons served as escorts for contestants of the 2002 Miss South Carolina pageant.

Cadets from the Spartanburg and Greenville

Composite squadrons escorted the ladies as they went on stage during the pageant, which was held at the Spartanburg (S.C.) Memorial Auditorium.

Before the actual competition, the cadets took part in a dress rehearsal, which familiarized the cadets with the procedures they would follow on

Clint Wells and Daniel Connor. Greenville squadron cadets were: 2nd Lts. Brandon Harmon and Christopher Fehrenbacher; and Chief Master Sgt. Hieth Robinson.

Cadet participation in the event was organized by 1st Lt. Michael Desrochers, Spartanburg squadron deputy



Photo by 1st Lt. Denise Chapman

From left, Keri Wright, motor sports program manager at CAP National Headquarters, Ashton Lewis Jr., driver of the #46 CAP Chevrolet, David Shuping, commander of North Carolina Wing's Iredell Composite Squadron, and Maj. Aaron Harper, North Carolina Wing's cadet programs development officer, pose for a picture after Shuping was presented with his unit's official CAP charter.

stage. After the rehearsal, the cadets took part in three nights of preliminary competition.

During preliminary competition, 37 of the 47 contestants were eliminated, and the 10 finalists were identified on the fifth night. During the final night, cadets escorted the finalists before a packed auditorium. Several media organizations covered the event, including statewide public television crews.

The CAP escorts were in the center of the action and generated positive publicity for the South Carolina Wing.

"The cadets were an integral part of the performance. They performed their duties in a very professional manner, helping make this pageant a success," said Michael Edwards, a stage manager for the beauty pageant.

Cadet Tech. Sgt. Kyle Knight said, "It was an interesting and exciting experience, not only when we were in the audience, but when we went on stage. We were able to get an inside look at show business."

Spartanburg squadron cadets who took part were: Senior Master Sgt. Heath Burgess; Master Sgt. David Collins; Tech Sgts. Ian Sutton and Kyle Knight; Staff Sgt. Ryan Smith; and Airmen 1st Class

commander of cadets.

1st Lt. Lee Berry and 2nd Lt. Heleno Souza, both of the Spartanburg squadron, also provided senior member support.

Cadet Tech Sgt. Ian Sutton

VIRGINIA – Four Winchester Composite Squadron cadets were honored during a special ceremony held at the Winchester (Va.) Regional Airport.

During the ceremony, held at the squadron's training facility, David C. Reichert, chairman of the Winchester Regional Airport Authority, presented the Amelia Earhart Award to Cadet 1st Lt. Travis Helbig and the Gen. Billy Mitchell Award to Cadet 2nd Lt. Isaac Needy.

Also during the ceremony, Lt. Col. Biff Genda, U.S. Air Force liaison to the Winchester squadron, presented Mitchell awards to his sons, Brian and Timothy Genda. The presentation was especially unique because Lt. Col. Genda's two oldest sons, Trey and Jeff, also received their Mitchell awards previously. Trey is now a senior at the U.S. Air Force Academy in Colorado Springs, Colo.

In addition to earning their Mitchell awards, Brian and Timothy also recently graduated from the CAP glider academy held in New Mexico.

1st Lt. Patricia Stanton

1st Lt. Jeffery Schrock



Cadets participate in a pass and review ceremony during West Virginia Wing's Summer Encampment held at Camp Dawson National Guard Training Facility in Kingwood, W.V. Sixty-six cadets graduated from the week-long encampment with cadets attending from the Delaware, Ohio, Pennsylvania, Virginia, National Capital and West Virginia wings.

WEST VIRGINIA — Cadets from several wings took part in the West Virginia Wing's 2002 Summer Encampment.

Seven senior members and 66 cadets attended the encampment, held at Camp Dawson National Guard Training Facility in Kingwood, W.V., and hosted by the West Virginia Wing. Fifteen of the cadets who attended were from other wings, including the Virginia, Ohio, Pennsylvania, National Capital and Delaware wings. According to Lt. Col. Dennis D. Barron, encampment commander, the cadets had an outstanding week of training, adventure and fun.

During the encampment, the cadets flew orientation flights in CAP aircraft and U.S. Army helicopters. They also rappelled down a 50-foot tower, fired weapons on the electronic firing range, and ran the base confidence course. Fourteen of the cadets completed the basic radio operators course, 33 completed the general emergency services course, 47 received cardiopulmonary resuscitation certification, and 42 received their Red Cross first aid cards.

Cadets also received briefings on safety, moral leadership, drug demand reduction, aerospace education and other topics. More than 60 cadets took orientation flights, and the flights amounted to about 85 hours of flying time.

The encampment concluded with a pass and review ceremony followed by encampment graduation. Cadet Chase Johnson of West Virginia Wing's Morgantown Composite Squadron was selected as the outstanding cadet of the encampment. Cadet Maj. Michael

Bennett of West Virginia Wing's Charleston Cadet Squadron was selected as the outstanding cadet officer of the encampment. Aaron Jones of the Morgantown squadron was the most improved cadet, and Kelli Statler of West Virginia Wing's Martinsburg Composite Squadron won the drill competition.

Distinguished graduates were: William Maston, Pennsylvania Wing; Grant Lilly, Michael Springer and Chris Kuharich, West Virginia Wing.

During the closing ceremonies, Col. Rodney Moody, West Virginia Wing commander, told the cadets they should share the knowledge they gained during the encampment with other cadets. "You have reached a milestone in your careers. Take back what you have learned and share it with your units," Moody said.

1st Lt. Jeffery Schrock

NATIONAL CAPITAL — Maj. Edward A. Arias recently assumed command of National Capital Wing's Andrews Composite Squadron.

Arias succeeded Capt. Danny R. Sullivan.

Col. Frank J. McConnell, National Capital Wing commander, installed Arias during a change-of-command ceremony last week at Andrews Air Force Base, Md.

Arias joined CAP as a cadet in 1976 in Brooklyn, N.Y., where he earned the Amelia Earhart Award. No longer eligible to be a cadet, he became a CAP chief warrant officer.

Arias first joined the Andrews Composite Squadron in 1990 and served as the leadership officer and deputy commander for cadets until 1996. He

then served as the deputy commander for cadets in New Jersey. He returned to Andrews in March.

Arias is currently a supervisor at the Federal Bureau of Investigation in Washington, D.C.

He holds a bachelor's in political science from Fordham University, a paralegal certificate from Long Island University, a bachelor's in computer science from Lehman College, and a master's in computer science from John Hopkins University.

1st Lt Paul Cianciolo

GREAT LAKES REGION

COMMANDER
COL. WILLIAM S. CHARLES

ILLINOIS * INDIANA
KENTUCKY * MICHIGAN
OHIO * WISCONSIN

ILLINOIS — Members of the Palwaukee Composite Squadron attended the Illinois Wing's Squadron Leadership School/Corporate Learning Course at Great Lakes National Training Center in Waukegan, Ill.

Out of a total attendance at both courses of approximately 25, eight of the attendees were from Palwaukee. Seven attended the SLS course and one attended the CLC. As well as providing eight course attendees, another Palwaukee member, Capt. John Mitchell, gave a

well-received presentation to the SLS group.

Over the two-day program, the attendees were given presentations on such areas as the cadet program, administration, and structure of CAP. One presentation the SLS group found particularly inspiring was the one given by Capt. Billie Derrick of Thunder Composite Squadron, himself a participant on the CLC course. Derrick talked about the aerospace education mission of CAP, and the

Brig. Gen. Charles E. "Chuck" Yeager Aerospace Education Award. He suggested all members should pursue the Yeager award, and described it as an interesting and worthwhile endeavor.

At the next Palwaukee squadron meeting, the commander, Lt. Col. Charles Boyle, reinforced Derrick's suggestion, and encouraged all those interested to participate in a study group and take the exam for the Yeager award.

The study group was led by Capt. Jim Olivi, who brought a depth of knowledge and unique perspective to the discussions on the history of aviation, due to the fact he is the nephew of retired Air Force Lt. Col. Fred Olivi, copilot of "Bockscar," the aircraft that dropped the second atomic bomb on Nagasaki, Japan, effectively ending World

War II.

To date, six members of Palwaukee squadron have completed and passed the exam for the Yeager award. They are: Lt. Col. Charles Boyle, Capt. Joe Monie, Jim Olivi, and Ken Stone, 1st Lt. Franklin Alexander and Sr. Mbr. Steve Handler. Three other Palwaukee members, 2nd Lts. Jeff Groh and Paul Hanna, and Sr. Mbr. Roger Hand, were scheduled to take the exam.

ILLINOIS — The Rockford Composite Squadron conducted the ceremonial destruction of more than 30 American flags.

The ceremony was held at the "Field of Honor" in Loves Park, Ill., and was open to the public. It was performed in accordance with CAP Regulation 900-2 with four senior members and seven cadets participating.

The ceremony began at 6 p.m. with members of the local media and many members of the public in attendance.

The ceremony was prompted by the recent acts of aggression against the United States and its citizens. It is an honor to display the flag and many citizens have been continually displaying their patriotism since those acts of aggression. During this time many flags have become worn, torn and tattered. Those flags, which have been displayed in honor, deserve a proper and formal retirement when they become unserviceable.

The day after Flag Day was chosen because it allowed both CAP members and the public a chance to show their respect and honor the symbol of our country.

The Loves Park "Field of Honor" is a memorial to the men and women of the area who



Photo by Maj. Gary Akerman

From left, Cadets David Coats, Andrew Chidley and John Coats of Illinois Wing's Rockford Composite Squadron stand at the position of attention during a unit ceremony conducted to properly dispose of old and tattered American flags.

have served in all branches of military service, from World War I through the present. The focus of the memorial are statues depicting uniformed soldiers performing their duties. Flags are flown for each person who had given their life in the defense of the country. In this setting the flag retirement ceremony was performed.

Senior Programs Officer Randy Lovelace performed the duties as the ceremony commander, while Moral Leadership Officer Michael Coats served as vice commander.

After inspection by the vice commander, Lovelace asked that the flags "be retired from service rendering the respect and honorable rites do them." With that command, the flag detail headed by Cadet Mike Cogar prepared the flags and placed them on a steel grate in preparation for destruction. The flag detail was comprised of Cadets John Coats, Greg Schmidt, Andrew Chidley, David Coats and Doug Booker. Senior members Jerry Scherer and Thomas Moore tended the brazier and acted as safety officers.

While bugler Cadet Miguel

Indianapolis Indians. As the players of the home team, joined by several Pee Wee League baseball teams took the field for the singing of the national anthem, the Louisville squadron color guard marched onto the field and presented the colors in a stadium that seats more than 10,000. During the presentation, cameras captured the color guard's movements and actions, and they were viewed on the screen at the back of the stadium along with the CAP logo.

The cadet members of the color guard were: 2nd Lt. Timmy Taylor, commander; 1st Lt. Meggie Taylor, Senior Airman Amy Taylor, and Airman Sarah Fout.

"I'm glad we got to wear gloves," said Amy Taylor. "I was so nervous my hands were dripping."

But the presentation came off without a hitch, much to the satisfaction of Kentucky Wing Commander Col. Loretta Holbrook, who was in attendance.

This marks the second time the squadron color guard has been requested to present the colors before a public audience,

which helped in motivating young people to excel in space-based education.

The final activity in the program was a tour of the U.S. Coast Guard facility in Paducah.

The tour was given by Master Chief Rieg who explained the dual role of the Coast Guard Safety Office, which involves safe operation of commercial river traffic as well as accident investigation.

Maj. Ray Williams

SOUTH-EAST REGION

COMMANDER
COL. ANTONIO J. PINEDA

ALABAMA * FLORIDA *
GEORGIA * MISSISSIPPI *
PUERTO RICO * TENNESSEE

FLORIDA — Twenty-nine members of the Lake Composite Squadron provided military funeral services for Lt. Col. Doraleen Zimmerman.

Members provided casket guards during the viewing at the funeral home while holding flags at each end of the casket. Cadets as well as senior members combined to render honors to an outstanding officer of the CAP during the visitation period.

The following day, members formed an honor guard at the national cemetery through which the casket was taken on the bier to the shelter where Chaplains Will Ball and Robert Burns shared in offering words of encouragement and solace to the Zimmerman family.

Upon completion of the service, the unit provided a cordon of members at present arms as the family retired. Zimmerman is survived by her husband 2nd Lt. Morris Zimmerman, as well as her three sons — all former CAP cadets.

Lt. Col. David M. Moseley

FLORIDA — Cadets and senior members from the Weston Cadet Squadron participated in the city of Weston's Fourth of July festivities.

Participating members were: Capt. Jaime Rojas, commander, and Sr. Mbr. Rick Aronovski; and cadets 1st Lts. Terry Reid, cadet commander, and Anthony Viviani, cadet deputy commander; Capt. Enrique Mertins,

cadet executive officer; Master Sgt. Ivan Arguello; Airmen 1st Class Megan Tindell, Tina Lari and Jordan Rudin; and Airmen Basic Adam Aronovski and Eric Alvarez.

Members assisted at the 9th Annual 5K Race. The day began early with cadets and seniors setting up and passing out cups of water to the hundreds of runners and walkers. The lesson of the day was to learn how to pass a cup of water — quickly — to a runner without getting drenched with water.

Within an hour after the race, cadets and seniors changed "gears" and uniforms and prepared for the annual Fourth of July Parade. Weston Cadet Squadron had the distinct honor of leading this year's parade.

The event was an emotional and proud moment for all the members of the squadron, to carry the colors at the head of the parade through the city to the cheers and applause of the hundreds of people lining the streets.

Capt. Diane Reid

TENNESSEE — Tennessee Wing Director of Cadet Programs Lt. Col. Montille Warren decided this year Tennessee would host the International Air Cadet Exchange.

After being an escort last year in Norway, she realized firsthand the importance of this program.

The 10-member team consisted of three from Australia, two from Canada, two from Turkey and the remaining three from Tennessee — herself, Lt. Col. Bronce Fitzgerald and 1st Lt. Wanda Myers.

The 10-day journey began in Memphis with a tour of the Airport tower and its operations were very impressive. Members stayed at the Peabody Hotel. A welcome reception was held at the Tower Building in Memphis, hosted by Homer Skelton. The evening ended with a tour of the FedEx hub and simulator flights. The hub is a small city in itself — 154 planes parked, waiting to be loaded all in a matter of four or five hours by 9,000 part-time employees.

Before leaving the next day, the group went on a Graceland tour followed up by dinner at the Rendezvous.

Upon leaving the next day, the guests traveled to Savannah in a white limousine. They spent the day there on a houseboat.

Huntsville, Ala., was the next stop for the group. Three of guests were flown there by Capt. Ray Davis of the Tennessee Wing. The IMAX Theater there at

the space center was an extra stop. Most of the guests had never experienced one before.

That evening was spent in Nashville, where the group stayed at the Grand Opryland Hotel.

Evening events were line dancing at the Wild Horse Saloon and playing in the dirt at the Dixie Stampede. The following day was spent in the company of the Tennessee Air National Guard in Nashville. A C-130 Hercules flight was provided by the 118th Airlift Wing over Land Between the Lakes.

The group then headed to Chattanooga where they whitewater rafted the Ocoee River. We then took the group away from the cities for the evenings. A quite peaceful cabin in the Tennessee mountains — complete with breathtaking views in the early morning and late evenings — became home to the guests. During the day, they ventured out to the Rock City Gardens, Ruby Falls and the Lost Sea.

The group's farewell dinner was hosted in Tennessee's only aviation museum in Knoxville. The museum has only been in operation for about seven months. Host Bob Mentor and several members of the wing were present for this final farewell.

During the farewell, Tennessee Wing Commander Col. Joseph Meighan III presented the cadets and their escort with tokens of the wing's and Civil Air Patrol's appreciation. The Australian escort spoke about Sept. 11, 2001. He stated the United States was not alone, and that they stood with America. A power point presentation was also given, which included the events of the past 10 days.

1st Lt. Wanda Myers

NORTH CENTRAL REGION

COMMANDER
COL. REX E. GLASGOW

IOWA * KANSAS
MINNESOTA * MISSOURI
NEBRASKA * NORTH DAKOTA
SOUTH DAKOTA

IOWA — More than 40 cadets and 20 senior members participated in the 2002 Wing Ding in Boone, Iowa, Aug. 17-18. The Wing Ding is a drug-



Cadets Will Pinkston and Jacob Haley proudly display the Civil Air Patrol Aerospace Excellence Award received by the Kentucky Wing's Paducah Composite Squadron.

Reffue played "Taps" and the sun set, the flags were lowered onto the brazier.

2nd Lt. Jerry G. Scherer

KENTUCKY — A Louisville Composite Squadron color guard presented the colors before a packed stadium at the Louisville Slugger Stadium during a minor-league game between the Louisville Riverbats and the

the first time was at a Memorial Day ceremony before a crowd of about 1,500.

Cadet 1st Lt. Meggie Taylor

KENTUCKY — The Paducah Composite Civil Air Patrol Squadron recently received the Aerospace Education Excellence Award for completion of a six-month long aerospace activity program,

free aerospace education activity meant to give the cadets of Iowa Wing the chance to do things they don't normally get to do during the course of a year. It is also a social activity to get cadets together to build camaraderie and esprit de corps.

This year's Wing Ding offered cadets a variety of fun activities including CAP orientation flights (both powered and glider), model rocketry, land navigation training, a tour of the Iowa National Guard's aviation support facility, and UH-1 Iroquois helicopter rides.

The first activity was the model rocketry class where cadets constructed Viking rockets to launch the next afternoon.

Cadets began rotating out to receive orientation flights throughout the weekend.

Despite weather delays, 26 powered and 26 glider orientation rides were accomplished throughout the weekend.

After rocketry, the cadets competed in a shelter-building competition where they competed for the best time in assembling a shelter. Cadets were challenged to set up a sturdy shelter and do it more quickly than the other teams.

After lunch the cadets went through some introductory land navigation training and completed in a basic land navigation course. Then it was time for a light dinner of 15 large pizzas and then a relaxing evening by the fire to prepare for the next day.

On the second day, the cadets piled into vans and departed for the Army Aviation Support Facility in Boone. There they received a tour and comprehensive briefing on the UH-1 and UH-60 helicopters stationed there. Cadets were able to climb into a UH-60 and UH-1, and experience the thrill of sitting

behind the controls. Then they received their safety briefing on the UH-1 helicopter from a former CAP cadet who is now an Army pilot. Then cadets divided up and began their flights in the UH-1 helicopters. These flights helped Army Guard pilots maintain proficiency and gave the cadets the opportunity to experience military rotor-wing aviation at its finest.

After a thrilling morning, the cadets returned to base for a quick lunch and then took part a drill competition.

The cadets then packed up in the vans to go to Cape Catastrophe, the makeshift launch facility in the park, to launch their model rockets. Cadets launched their rockets to up to an altitude of 500 feet and competed for height and distance.

Capt. Doug Jansen

KANSAS — Members of Shawnee Mission Composite Squadron, completed the Aerospace of Excellence (AEX) Program for the second consecutive year.

Squadron field trips over the last six months included visits to the: Combat Air Museum in Topeka, Ks.; Airline History Museum at the Kansas City Downtown Airport; Commemorative Air Force and CAP Hangar in Olathe, Ks.; Amelia Earhart Birthplace Museum in Atchison, Ks.; Kansas Cosmosphere and Space Center in Hutchinson, Ks.; and Helicopter Simulator Facility at Fort Riley, Ks.

Cadets Tim Thornton and Samantha Wagner received special mention for their dedicated participation in the program. They were both participants in both the hands-on academic activities and field trips. Cadet Todd Hoover's favorite was the trip to Fort Riley. Hoover talked about his experi-



Photo by Capt. Suzanne Tomlins

Minnesota Wing's Anoka Composite Squadron Color Guard presents the colors during the Defending the Homeland Symposium sponsored by the Gen. E. W. Rawlings Chapter of the Air Force Association in Bloomington, Minn. The cadets pictured above are, from left, Staff Sgt. Nate Griner, Tech. Sgt. Ryan Kenny, Senior Airman James Schutta and Airman Ted Persing. Lt Col. Mike Moen, commander of the Anoka squadron, looks on from the back.

ence flying the Blackhawk helicopter simulator most of the drive home.

1st Lt. Joe Serling did an excellent job conducting a hands-on activity in which cadets built a functional hot air balloon model. Special appreciation went to the parents and senior members who participated by driving or acting as chaperones on the field trips.

CAP's AEX Program is an excellent way to boost a unit's aerospace education program. The squadron plans to participate again in 2003.

Capt. Bart A. McPeak

NEBRASKA — For the second consecutive year, Nebraska served as host to the CAP National Flight Academy (Powered Track).

This year, 13 cadets were chosen to participate as students to learn how to fly Cessna 172 aircraft.

The cadets from across the United States were eager to begin their flight training at Camp Ashland Air National Guard Training Site and the Fremont Municipal Airport.

Five certified flight instructors were assigned to train the students allowing for 10 hours of pilot and 10 hours observer

instruction. While the goal of the flight academy is not to solo, more than 80 percent of the students realize that goal.

Besides flying, many tours are scheduled in coordination with the U.S. Air Force and Nebraska Air National Guard. Visits include the U.S. Strategic Command at Offutt Air Force Base and the Strategic Air and Space Museum near Ashland, Neb.

Under the direction of Lt. Col. Kenneth Jurek of Omaha, Neb., and his deputy commander, Maj. Steve Trupp of La Vista, Neb., activities were scheduled to give students a perspective on careers in aviation and the thrill of powered flight.

Chief flight instructor, Capt. Robert Todd of Gretna, Neb., oversaw all flight operations for the flight academy. CAP furnished five Cessna 172s for flight instruction and numerous vehicles for ground transportation.

Students this year were from Tennessee, Kansas, Missouri, California, Colorado, Wyoming and Kentucky.

Instructors and staff were from Nebraska, Minnesota, California and Missouri.

Cadets participating

included: Cheryl Balbier of Grand Junction, Colo.; Brian Biggar of Creve Coeur, Mo.; Christopher Breidenstein of Milford, Ks.; Calvin Hall of Casper, Wyo.; Khlement Hodge of Elk Grove, Calif.; Casey Koritnik of Cheyenne, Wyo.; Erik Luttkus of Simi Valley, Calif.; Cameron Price of Ooltewah, Tenn.; Eric Reiman of Alexandria, Ky.; Caleb Rutledge of Chattanooga, Tenn.; Graydon Sponaule of Greeley, Colo.; Matthew Tomanek of Cheyenne; and Stephen Zeglen of Apisen, Tenn.

The instructors included: Col. Joe McMillan of Belton, Mo.; Lt. Col. Ted Forester of Hartsburg, Mo.; Maj. Robert Aceves of Sauk Rapids, Minn.; and Capt. Robert Kistner of Bloomington, Minn.

Academy staff included: Chaplain (Lt. Col.) Bill Cochran of Lincoln, Neb.; Capt. Jack Hagood of Omaha, Neb.; Capt. Everett 'Mac' McCallum of Omaha; Capt. Randy Kraatz of Lincoln; 1st Lt. David Graham of Bellevue, Neb.; and Cadet Patrick Cleaver of Long Beach, Calif.

Cadet Cameron Price of the Tennessee Wing was chosen as the National Flight Academy (Powered) — Nebraska Honor



Photo by Capt. Suzanne Tomlins

Cadet Tech. Sgt. Will Zasadny gets ready for his first glider flight in Iowa's newest glider at the 2002 Wing Ding in Boone, Iowa.

Cadet. His outstanding performance, dedication to flying, natural leadership and hard work earned him this honor. The Outstanding Flight Instructor award went to Capt. Robert Kistner of the Minnesota Wing for his outstanding teaching skills, devotion to his students and patience.

For more information about the 2002 National Flight Academy (Powered) – Nebraska check out the academy's Web site at

<http://nfap-ne.newg.cap.gov/>
Lt. Col. Ken Jurek

SOUTH DAKOTA —

Several members of South Dakota Wing squadrons, along with search and rescue teams from Pennington and Meade counties, participated in a joint search and rescue exercise in the Black Hills of Western South Dakota.

The exercise was conducted by the South Dakota Wing and led by Lt. Col. Michael Beason, wing director of operations.

Two air teams and three ground teams were assembled; being mixed and matched with wing members and county emergency management personnel to harness cooperation and knowledge.

The three ground teams were equipped with global positioning technology and aircraft direction finding equipment for locating positions and then relaying the coordinates to mission base. Things were made difficult, as both county search and rescue teams had done minimal ELT searches, thus relying on the experience of CAP.

Two sets of aircrews flew during the mission, both piloted by Maj. Jerry Densmore of Rushmore Composite Squadron. The aircrews were purposely given inoperative DF equipment, which challenged them to locate the ELT using wing-banking methods.

Ultimately, all three ground teams were directed into the area, from which they proceeded on foot to the ELT. The mission went well and the wing members became more familiar with the search area and gained a better understanding of the county search and rescue teams.

Wing participants included: Lt. Col. Michael Beason, Lt. Col. Dave Jefferies, Densmore, Capt. David Hatch, and 2nd Lt. Michael Odle, and cadets Master Sgt. Brittany Ray, Airman 1st Class Loren Schaub, and Airmen Cody Silvernagel, Karli Ray, Lee Schaub and Cody Klockel.

2nd Lt. Michael R. Odle

SOUTH- WEST REGION

COMMANDER
COL. COLIN F. FAKE

ARIZONA • ARKANSAS
LOUISIANA • NEW MEXICO
OKLAHOMA • TEXAS

LOUISIANA —

Louisiana Wing Commander Col. Mary Berkowitz presented Cadet Matthew Vankerkhove of Youngsville, La., with the Gen. Billy Mitchell Award during a ceremony at Barksdale Air Force Base, La.

The ceremony took place during the Louisiana Wing Summer Encampment in July.

Vankerkhove serves as flight commander for the Lafayette Cadet Squadron and is a sophomore at Comeaux High School in Lafayette. He served as the cadet deputy commander at the encampment, and serves as the cadet executive officer on the Louisiana Cadet Advisory Council.

2nd Lt. Joey Langlinais

OKLAHOMA —

A CAP glider encampment was held in Hobbs, N.M., July 21-Aug. 3.

Participating senior members were: Maj. Steve Collins, Capt. Jose Rier, Lt. Col. Jim Wroblewski, Maj. Jon Phelps, Maj. George Dusanic and Capt. Rob Passley; and cadets Derek Renfro of Norman, Okla., and Zach Garret of Tulsa, Okla. All are members of the Oklahoma Wing. The senior members are with the Council Oak Senior Squadron in Tulsa.

The encampment came about when Passley, a certified flight instructor-glider, contacted Col. Lou Braddi of the New Mexico Wing and expressed his desire to help with the encampment.

Passley then talked to members of the Council Oak squadron and asked if any members would be interested in attending and helping, and at the same time become a CAP-certified tow-glider pilot.

Needles to say, the event was a very successful, thanks to the tremendous logistical work by Braddi. Another reason the members of Council Oak participated was to be better prepared for a possible glider program in the Oklahoma Wing.

Capt. Jose Riera

TEXAS — Cadet Lt. Col. Caitlin Cima of the Thunderbird Composite Squadron and Hawk Mountain Ranger School staff in Pennsylvania received an AFA cadet award for 2002.

The award was presented by Lt. Col. Shirley Martin, Texas Wing director of cadets, who was also a 2002 senior AFA recipient and a 50-year veteran of Civil Air Patrol with many honors.

Cima is in her fifth year as a CAP

member, and has staffed seven Texas Wing encampments, as well as multiple leadership schools, including Officer

Training School and Cadet Command and Staff College. She also served on command staff for two years at the Rocky Mountain Region/South West Region Cadet Leadership School. Cima recently earned her solo wings during the Texas flight encampment.

A senior at Cinco Ranch High School in Katy, Texas, Cima is a member of the National Honor Society, harpist for Cinco Ranch High School Orchestra/Symphony, member of Student Council, Latin National Honor Society, and participant in "Destination Imagination." She represented her school at the Hugh O'Brien Youth Leadership program held at Rice University, as well as participates in "Cougars Achieving Through Service."

Cima will graduate in May 2003 with a distinguished academic diploma and receive recognition for her community service hours.

After graduation, Cima plans on attending the University of Texas, Austin, where she will major in premed, and will be a part of the Air Force ROTC detachment there. She plans to be a flight surgeon in the Air Force.

Lt. Col. Bobette L. McMillan

TEXAS — Things are really flying in South Texas these days, especially when members of the Corpus Christi Composite Squadron supported general aviation in the areas surrounding the "Sparkling City by the Sea."

A flight orientation program for kids took place in Beeville, Texas, Aug. 17 and was a success, according to the members.



**Cadet Lt. Col.
Caitlin Cima**

Sr. Mbr. Gary A. Jones, 2nd Lt. Floyd A. McClannahan, Maj. Sam Windsor, 1st Lt. Fidel Alvarado and several cadets were in attendance. The cadets helped marshal the aircraft and represented the unit and wing well.

In addition, Capt. John R. Rios, squadron commander, recently approved the practice of cadet presentations at local schools, and the project has reaped excellent results. The cadet program has been on an upswing for the past few years culminating in an International Air Cadet Exchange cadet — Capt. Ryan P. Murray — and the unit's newest Mitchell award recipient, 1st Lt. Dylan C. Biery.

Capt. Joe Ely Carrales &
1st Lt. Fidel Alvarado
✦ ✦ ✦

The Corpus Christi Composite Squadron Cadet Program was fortunate enough to log some time in the Naval Air Station Kingsville Goshawk jet simulator in August.

Early last week, Bert Alvarez, a NAS Kingsville civilian employee and former CAP cadet, contacted squadron administration officer 1st Lt. Fidel Alvarado of Bishop, Texas. After they talked, a date was set for the cadet orientation at the simulator.

At the simulator, cadets were briefed on the dials and

controls of the simulator and then were strapped in. Each of the cadets was asked what flight conditions he or she wanted. They could choose from a wide variety of scenarios ranging from taking off/ landing to aerial combat. Many cadets tried their hands at formation flying and general flight orientation.

Cadet 1st Lt. Dylan Biery of Corpus Christi, executed a simulated night landing on a Navy aircraft carrier. Biery recently received the Gen. Billy Mitchell Award.

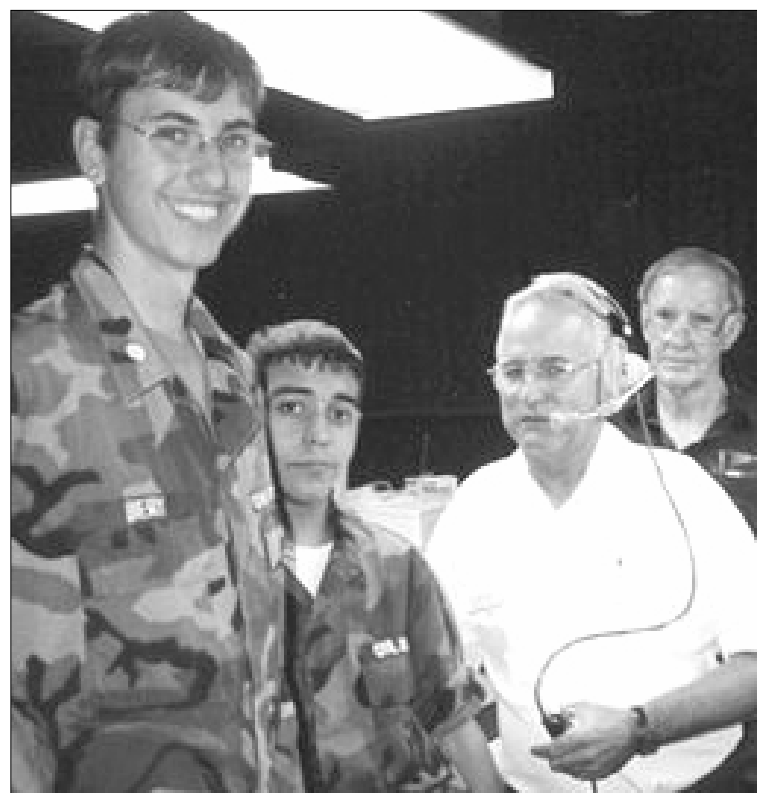
Other cadets approached flight problems they felt they needed help on, and they all made it a point to express how much fun it was.

The Goshawk simulator is a large, impressive computer and imaging system that accurately depicts terrain and flight conditions that student pilots may face in actual practice. It consists of a simulated cockpit and a large screen where three high-quality cameras project highly detailed images. The particular simulator used by the cadets depicted the area of Texas known as the Wild Horse Desert.

"This machine might cost a bit," stated Alvarez, "but it sure saves 'Uncle Sam' a lot of tires, wings and student pilots."

Alvarez was a CAP cadet before he attended the U.S. Air Force Academy at Colorado Springs, Colo.

Capt. Joe Ely Carrales



Bert Alvarez, second from right, a former CAP cadet and presently an employee at Goshawk simulator at the Naval Air Station Kingsville was instrumental in getting cadets from Texas Wing's Corpus Christi Squadron a "flight" in the simulator.

Photo by Capt. Joe Ely Carrales

ROCKY MOUNTAIN REGION

COMMANDER
COL. LYNDA C. ROBINSON

COLORADO * IDAHO
MONTANA * UTAH
WYOMING

ROCKY MOUNTAIN REGION — The Southwest and Rocky Mountain regions held their joint cadet leadership school in July.

Since cadet leaders need greater abilities in the areas of: leadership communications skills, officer ship and management, the lessons in this school dealt with exactly that, as well as self-awareness and human relations.

While in the school, cadets read assignments, participated actively in all seminar and lecture discussions, and successfully completed three speaking and two writing assignments.

The cadets also learned about subjects such as leadership, communication skills, writing, speaking and listening effectively. They also learned team trust and team corporation in activities like the Sherpa, an activity in which another team member is led through a mine field.

On a Friday night, the cadets were invited to the home of artist Rich Broome for a barbecue. There they met Brig. Gen. S. Taco Gilbert III and Brig. Gen. David A Wagie from the U.S. Air Force Academy. They also had an opportunity to watch the academy's Wings of Blue parachute team land in Broome's back yard.

Ashton Lewis, the driver of the #46 Civil Air Patrol race car, was there to sign autographs.

During the event, Rocky Mountain Region Commander Col. Lynda Robinson presented the highest CAP award — the Gil Rob Wilson Award — to school advisor Lee Bolinger of the Rocky Mountain Region.

Charlie Company was the highest scored flight. Cadet 1st Lt. James Finn took the best speech award.

Graduating Alpha Flight cadets were: 2nd Lt. Jonathan Burnett, SWR-Texas; 2nd Lt. Frank B. Chou, SWR-Texas; 1st Lt. Anna Flinn, SWR-Texas; 1st Lt. Thomas Hatch, PACR-



Photo by Jim Tynan

Cadets attending the joint Southwest/Rocky Mountain Region Cadet Leadership School in July had the opportunity to talk with one of the U.S. Air Force's Academy's falconers while attending a special welcoming party hosted by the renowned artist Rixk Broome of Colorado Springs. While at the welcoming, the cadets also watched the academy's Wings of Blue parachute team land in Broome's back yard of Colorado Springs, Colo., artist Rick Broome, viewed a four-ship flyover of trainers from the academy, and met with Ashton Lewis, driver of Civil Air Patrol's #46 Chevrolet race car.

California; Capt. Kathleen Hobbs, RMR-Utah; 1st Lt. Jason J. Mueller, SWR-Arizona; and 2nd Lt. Leif Sorensen, RMR-Colorado. (Flight advisor was Cadet Lt. Col. Caitlin Cima, SWR-Texas.)

Graduating Bravo Flight cadets were: 1st Lt. James Flinn, SWR-Texas; 1st Lt. Jeri-Lynn Harper, RMR-Utah; 1st Lt. Heather Heilman, RMR-Montana; Chief Master Sgt Brandon Odom, SWR-Arkansas; Maj. Marvin Rogue, SWR-Texas; 2nd Lt. Zachary Schindler, Pacific Region-Alaska; 1st Lt. Parker Smith, RMR-Montana; 2nd Lt. John Springer, RMR-Idaho; and Capt. Pettis Williams, SWR-Texas. (Flight advisor was Cadet Lt. Col. Jeremy Lamonte, SWR-Texas.)

Graduating Charlie Flight cadets were: 1st Lt. Benjamin Broussard, SWR-Texas; 2nd Lt. Thomas Chittenden, SWR-AZ; 2nd Lt. Calvin Craner, RMR-Idaho; Capt. Sarah Martin, RMR-Colorado; 2nd Lt. Kartik Parmar, SWR-Texas; Maj. Geoff Sanders, SWR-Texas; 2nd Lt. Calvin Stewart, RMR-Colorado; and 2nd Lt. Joseph Visalli, RMR-Colorado. (Flight advisor was Senior Master Sgt. Evelyn Bolinger, RMR-Colorado.)

Senior member staff included: Capt. Steven Lamonte, SWR-Texas, director; Col. Jackie Floyd, RMR, finance; Lt. Col. Richard Fawcett, RMR-Wyoming, administrator; Bolinger, deputy director; Maj. Melanie Capehart, SWR-Texas,

safety/Medical; 1st Lt. Janeen Hales, RMR, public affairs; and 1st Lt. Valerie Heilman, RMR-Montana, assistant finance.

COLORADO — Matthew Doran, cadet commander of Colorado Wing's North Valley Composite Squadron, earned the Gen. Carl A. Spaatz Award.

With the award also came Doran's promotion to cadet colonel.

Doran has been a member of the North Valley squadron for five years and the commander of cadets for the last two years.

Doran lives in Keenesburg, Colo., on his family's farm. He works with his father on the farm, and was home-schooled. He also took classes at Community College of Aurora in Colorado.

Doran reported to the U.S. Air Force Preparatory School in July.

Hiking, climbing, camping, teaching piano and church activities kept him busy when he was not working for the unit. Doran hopes to become a pilot and, eventually, a lawyer.

Maggie Osborne

COLORADO — Thirty-Eight cadets learned about the space and missile side of the Air Force,

including how nuclear missiles are launched.

The cadets — from all across the country — were attending the CAP-sponsored Air Force Space Command Familiarization Class at Peterson Air Force Base in Colorado Springs, Colo.

Each cadet applied for the cadet special activity in his or her own state and selections were made from the most qualified. The cadets and staff were billeted at Fort Carson Army Base in Colorado Springs for the weeklong activity.

After checking in on a Friday, the cadets were treated to an ice cream social as a way of getting to know one another. The next day, the cadets were given a tour of the U.S. Air Force Academy, which included lunch in the cadet dining facility and an opportunity to purchase uniform supplies and souvenirs at academy stores.

After church services on Sunday, the cadets had a pool party at the Fort Carson pool and a day of relaxation before the fast-paced course began.

On Monday and Tuesday, the cadets toured the Air Force Space Command Headquarters at Peterson and related Air Force support units based at Fort Carson. Tours included a stop at physiology training, where the cadets learned about the hyperbaric and hypobaric chambers. The cadets learned about the various effects flight and space travel have on the

human body, and some of the cadets were treated to a spatial disorientation exercise.

At Peterson, the cadets were given the opportunity to closely examine several Space Command transport aircraft and speak with the pilots about training and opportunities. A special tour of the headquarters included a presentation about the responsibilities and resources of Space Command. A side presentation was made by Air Force security police that included a mock terrorist attack and police dog demonstration.

On Wednesday, the entire group drove to F.E. Warren Air Force Base in Cheyenne Wyo. While there, cadets were treated to a tour of two nuclear missile silos. One silo held a Peace-maker missile that is capable of deploying 10 nuclear devices in one launch. The other silo held a Minuteman III missile that carries one nuclear warhead. Both silos extend 90 feet underground and are protected by a 130-ton concrete and steel cover. Cadets were given the opportunity to go into the silos and closely examine the missiles and related launch equipment.

The cadets then proceeded to the highly secure missile launch simulators. The simulators are used for training the missileers who hold the keys to the nuclear missile arsenal. The simulators are exact replicas of the capsules located 60 feet underground which are used to launch the nuclear missiles. In the simulators, cadets were run through a launch scenario and had the opportunity to simulate launching a nuclear missile. The instruction also covered the numerous safeguards in the system to prevent an accidental launch and a launch by a rogue crew member.

On Thursday, the cadets attended a simulated briefing that each missile launch crew member attends before proceeding out to his assignment in the launch capsule. They discovered the two-man crews spend 24 hours underground in the small capsules for their tour of duty with only each other for company. The tour at F.E. Warren included a trip to the base museum and aircraft support unit before heading back to Fort Carson.

Thursday evening ended with a graduation banquet at the Peterson officer's club. Guest speaker was Maj. Jeff Carpenter. Carpenter was the activity director for the course. He is also a captain in the Air Force at Kirtland Air Force Base, N.M., and a former missileer. He spoke about the future of Air Force

space and missile operations and the opportunities available to cadets.

The cadets who attended were: Samuel Adler, Kelsey Aitchison, Justin Beaucamp, Ryan Bradley, Aaron Brewer, Michael Foster, Christopher Frantz, Scott Grams, Barrett Guenthor, Ryun Haugaard, Eric Henderson, William Hrinko, Jennifer Huntington, Kevin Jacobs, Stephanie Jernigan, Alex Kaszynski, Zane Keller, James Lakes, Tobin Lam, Will Lindsey, James Locatis, Michelle Mattingly, Justin McKelvey, Ryan Nicolay, Erica O'Brien, Eric Perron, Andrew Reindl, Calvin reib, Vincent Robinson, Peter Ruffin, Jacob Sammey, Maxwell Schadt, Matthew Smigal, Tyler Stover, Kevin Tallman, Daniel Troyer, Joanna Weiss and Aaron Willimas.

Assisting Carpenter with staff duties were: Maj. Robyn Ruetz, administrative officer; Lt. Col. Jerry Weiss (U.S. Army retired); Capt. Brian Stover; and Maj. Andy Cameron (U.S. Air Force Reserve).

UTAH — Cadets of the Weber Minuteman Composite Squadron soared with the eagles when they participated in orientation flights with the Utah Wing's glider squadron.

The cadets were given an overview on gliders by two squadron pilots — senior members Lee Steorts and Stan Misielwicz. Areas they were instructed on included the construction of a glider, the glider's thin skin, and how to enter and exit one.

Once in the air, the cadets were towed to an altitude of 8,000 feet and then released. They soared with eagles in the area and many other birds. One even followed a glider down for its landing.



Cadet Airman 1st Class Patrick Thornton of Utah Wing's Weber Minuteman Squadron, sitting in glider, awaits final instructions before going on a wing orientation flight.

PACIFIC REGION

COMMANDER
COL. PHILLIP S. GROSHONG

ALASKA * CALIFORNIA
HAWAII * NEVADA
OREGON * WASHINGTON

CALIFORNIA — The California Wing conducted a major disaster response exercise Aug. 2-3 — known as a DREX.

The exercise was based on a recreation of the 1952 Kern County earthquake on the White Wolf fault.

Establishing its mission base at Meadows Field Airport in Bakersfield, Calif., members and aircraft from throughout the state participated in this multilayered training exercise.

The exercise was designed to enhance the operational readiness of its members and resources to respond to disasters and homeland security emergencies. An essential part of the exercise was wing interaction with associated agencies such as the California Office of Emergency Services, American Red Cross, Salvation Army, Direct Relief International, California Department of Water Resources, Kern County OES, California Highway Patrol, local fire and police departments, and the U.S. Air Force.

"This is a first-of-its-kind exercise for the California Wing," said Maj. Lance Charnes of the CAP-U.S. Air Force Pacific Liaison Region. "It's a new experience in its scope, the diverse tasking in unfolding



WASHINGTON WING — Cadet Nathan Wilkins of the McChord Air Force Base Composite Squadron learns how to make coordinated turns using both the rudder and aileron controls.

situations, and in being based on a major disaster scenario and not simply a downed aircraft. U.S. Air Force personnel not only monitored the Civil Air Patrol operations and provided feedback, but also served as mentors for members of the mission base staff."

More than 70 wing members participated, using 11 aircraft. The Chaplain Service was represented by Chaplain (Maj.) Paul Ward, who monitored the participants for critical incident stress, which is often experienced by those exposed to highly stressful or extremely emotional situations.

Also attending and observing was Assistant Chief Stan Roberts of the California Governor's OES. Roberts met with California Wing Col. Larry Myrick to determine how OES might enhance and facilitate coordination with the wing.

Exercise operations carried out by the wing included:

- Air transport of a simulated state hazardous-materials specialist;
- An air search for a simulated "missing Kern City Sheriff's Department Aero Squadron aircraft";
- Another air search for a simulated "overdue CHP helicopter" thought to have crashed near Kettleman City, Calif.;
- Aerial reconnaissance of

the California aqueduct system, which provided photos of simulated damage or flooding;

- Air transport of search dog and handler;

- A coordinated air and ground search for an emergency locator transmitter;

- A ground team search for an ELT in the Lake Isabella area, unassisted by aircraft;

- Air reconnaissance in the Kern Canyon and Lake Isabella Dam area using utilizing slow-

scan TV technology for real-time aerial damage assessment; and

- Air transport of blood in support of the American Red Cross.

In the middle of these disaster relief activities, the mission team experienced a surprise. Exercise controllers reported a simulated explosion near the airfield, resulting in the need to quickly relocate the mission base to a safer location. All operations continued to run



A California Wing emergency services ground team receives a final briefing by Capt. Carol D. Edwards prior to departure on a search for an emergency locator transmitter during a recent wing disaster response exercise.

during the transition with less than an hour of down time.

As the incident commander in charge of the mission activities during most of Saturday, Maj. David Boehm said, "I have really honed my incident commander skills and learned how to work with the Incident Command System in a large-scale environment. That means — how to delegate! You just can't do a good job as a commander without a good team. I have also fully realized the broad scope of services that the Civil Air Patrol provides in support of other relief agencies."

The wing staff was assisted by the Bakersfield Corps of the Salvation Army, which provided complete meal service all day Saturday from its mobile canteen.

"They are a true God-sent resource in a disaster situation," said 1st Lt. Shanna William, wing resource director. "Without their untiring personnel, assistance and supplies, we could not have continued to work through the long days as effectively as we have been able to."

In addition, the Kern Chapter of the American Red Cross supplied water and snack support for exercise participants.

CALIFORNIA — Members of the North Orange County Composite Squadron were recognized for their achievements at their annual awards dinner.

The dinner was attended by 35 members, their families and honored guests.

The highest honor of the evening was the announcement of the squadron member of the year — 1st. Lt. Ira Rosenberg, squadron finance officer. Rosenberg had previously served as the interim squadron commander, and is an active member of the squadron.

"I'm glad I was able to help the squadron in its time of need," said Rosenberg.

Three other squadron members were also recognized for significant contributions. Chaplain (Maj.) Charles Ingram received the Group 7 Chaplain of the Year award, 1st. Lt. Dana Rosenberg received the Group 7 Safety Officer of the Year award and Sr. Mbr. Chris Storey received the Group 7 Public Affairs Officer of the Year award. The awards were presented by Capt. Mark Criswell, Group 7 commander.

"Squadron 56 has come a long way in a very short time," said Criswell. "It was great to see members who helped revitalize the unit receive recognition."

Maj. David Boehm, squadron commander, announced the promotion of Daniel Gwaltney to the rank of captain. Gwaltney serves as the deputy commander for cadets.

Boehm was also pleased to announce that Sr. Mbr. Chris Storey was the recipient of the Squadron 56 Commander's Award for his support and dedication to the squadron.

The newest squadron member — Sr. Mbr. Allen Tabrizi — was also recognized for

completing Level I training.

Boehm also presented Certificates of Recognition to Dana Rosenberg, and 1st Lts. Roger Woodcock, Jack Barth, and Marion Rosenberg. These certificates were in recognition of the support given to the squadron this past year.

Lt. Col. Virginia Nelson, California Wing vice commander, was one of the unit's honored guests. Nelson began her CAP career as a Squadron 56 cadet. "Seeing old friends and meeting new members was a pleasure. Major Boehm and his staff are doing a wonderful job," said Nelson.

"We've come so far in such a short time" said Boehm. "From five people in February to 35 people showing up at a pot luck. That shows great support for Civil Air Patrol and Squadron 56 in North Orange County."

WASHINGTON — The Peninsula Composite Squadron assisted the Collings Foundation in a visit of the foundation's World War II B-17 and B-24 bombers to the Bremerton National Airport.

The unit had a visible presence, with cadets and senior members performing crowd control and directing parking. The cadets also performed other duties, such as wiping down the bombers after flights, pulling through the propellers before flights to empty oil from the cylinders, and helping people tour the bombers.

To open the vintage war birds for tours, the squadron

color guard combined with a color guard from the USS Carl Vinson (CVN 70) for a special ceremony. The ceremony involved the Carl Vinson's commanding officer and executive officer, who had flown on board the aircraft from Olympia, Wash., and local Medal Of Honor recipient Bud Hawk.

A unit table was staffed in the airport terminal, and the squadron was able to raise community awareness of the CAP, and brought in three new squadron members.

For their dedication and hard work, squadron commander Capt. Robert Carter, and cadets Airmen 1st Class Ginger Lohman and Nick Lehman flew in the B-17 for free — a flight

that normally requires a \$350 donation).

"The B-17 was amazing," said Lehman. "We got into it and they started it up and everything started shaking. The floor was shaking, and the seats were shaking, and you could see all of the people bouncing around. It was so loud! But no matter how uncomfortable it was or how loud, when you looked around all you could see were smiles. Looking out from the gunner bubble in the front of the plane and seeing the Seattle skyline, and all of the trees, and the water, and the propellers . . . I don't really know what it was, it's not something I can put into words, or describe, but I will never forget that ride."

Airman 1st Class David Richardson

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The Final Salute

Capt. Sandra A. Bollinger
Gen. Carl A. Spaatz Composite Squadron
Pennsylvania Wing

Lt. Col. Harry R. Bowen
Adirondack Mountain Group
New York Wing

Sr. Mbr. Bernard M. Carney
Latrobe Composite Squadron
Pennsylvania Wing

Cadet Evan J. Dias
Coral Springs Cadet Squadron
Florida Wing

Lt. Col. Carl A. Driscoll
Florida Wing

2nd Lt. Bruce H. Durie
Pinellas Senior Squadron
Florida Wing

Cadet Warren J. Faulkner
Somerset County Composite Squadron
Pennsylvania Wing

1st Lt. Anthony S. Futrell
South Piedmont Senior Squadron
North Carolina Wing

Sr. Mbr. Leo E. Garrepy
Connecticut Wing

Capt. Edwin C. Graebner
Firelands Flight Squadron
Ohio Wing

1st Lt. Charles W. Hall
McGhee-Tyson Composite Squadron
Tennessee Wing

Cadet Michelle D. Harvey
Albany Composite Squadron
Georgia Wing

1st Lt. G. Inez Hohenstein
Terre Haute Senior Squadron
Indiana Wing

Capt. Robert L. Kizer
Hutchinson Composite Squadron
Minnesota Wing

2nd Lt. Kevin M. Lay
Addison Eagles Composite Squadron
Texas Wing

Capt. Gerald W. McLinn
Group 1
Tennessee Wing

Capt. Everett J. Merritt
Sumter Composite Squadron
South Carolina Wing

1st Lt. Don V. Newberg
Omaha Composite Squadron
Nebraska Wing

Lt. Col. Roger L. Owens
Alleghany County Composite Squadron
Pennsylvania Wing

Maj. Hugh D. Randall
Hendersonville Composite Squadron
North Carolina Wing

1st Lt. Leroy E. Richmond
Los Angeles County Group 1
California Wing

Cadet Johnnie Ruiz
Dr. Cesareo Rosa-Nienes Cadet Squadron
Puerto Rico Wing

Capt. Richard G. Simeone
Hanscom Composite Squadron
Massachusetts Wing

Sr. Mbr. Nell B. Stokes
Aerospace Education Member

Capt. Adam J. Surnicki
Capital City Composite Squadron
Pennsylvania Wing

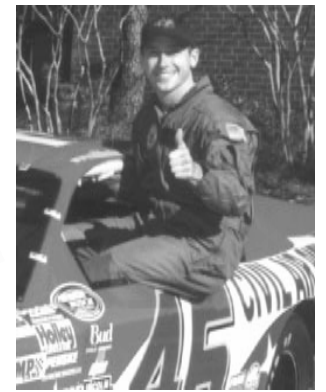
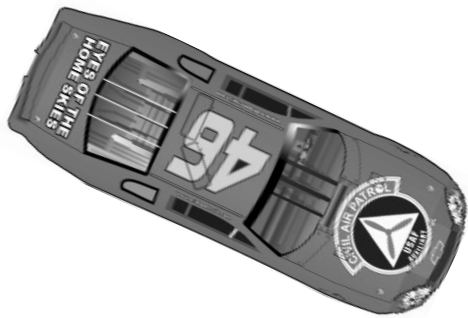
1st Lt. Glenn H. Tennant
Parkersburg Composite Squadron
West Virginia Wing

1st Lt. Walter K. Van Duzer
Herlong Composite Squadron
Florida Wing

Maj. Frederick M. Vatcher
Dyersburg Senior Squadron
Tennessee Wing

Lt. Col. Doraleen A. Zimmerman
Lake Composite Squadron
Florida Wing

The Civil Air Patrol News publishes the name and unit of present or former CAP members who have passed away. Notices should be submitted in accordance with CAP Regulation 35-2 and mailed to: CAP/DP, 105 S. Hansell St., Building 714, Maxwell AFB, AL 36112-6332.



CAP Chevrolet back on track

Team finishes 12th in MBNA All-American Heroes 200

DOVER, Del. — Ashton Lewis Jr. and the Civil Air Patrol Chevrolet racing team had a solid 12th-place finish in the MBNA All-American Heroes 200 at Dover International Speedway Sept. 21.

Lewis started the race in 29th, and was able to steadily work his way through the field.

"We really struggled on Friday with both qualifying and happy hour. To have the finish we did today after that feels really good. We made a lot of changes to the car this morning, and the setup was pretty good. I thought we had a top ten car, but track position there at the end of the race cost us in not being able to get by the lapped cars," Lewis said.

The Civil Air Patrol Chevrolet racing crew did their part in helping Lewis gain track position. During the second caution flag of the day, the leaders entered pit road for the first round of pit stops. Lewis was in 20th place, but after a 14.46 second pit stop, he moved up six places to 14th. On their second pit stop, 65 laps later, the crew was a little bit slower, but Lewis still gained one track position on that pit stop.

During the last 15 laps of the event, Lewis and the No. 10 of Scott Riggs had a fierce battle for position.

"On the last run I was just try-



Ashton Lewis Jr., driver of Civil Air Patrol's #46 Chevrolet racecar, poses for a picture with Delaware Wing's Dover Composite Squadron color guard just before the start of the MBNA All-American Heroes 200 at Dover International Speedway Sept. 21.

ing hard to catch the 33 (Tony Raines) car and I probably wore my stuff out," said Lewis. "That's when the 10 car got the run and caught us. I knew if I could stay up in the top groove I could get my momentum. He was running clean, we ran a lot of laps side by side and it was a great battle, I really had a lot of fun doing it. It's not too often you get to run side by side with somebody for so long like that. He raced me clean, we got together a little bit on the next to last lap, but we were run-

ning hard, and sooner or later somebody was going to slip. I'm glad we both kept on going."

The time of the race was one hour, 41 minutes and 28 seconds. There were four caution flags for a total of 19 laps, and three lead changes among four drivers.

Ashton Lewis gained three positions in drivers points and headed to Kansas Speedway in 18th place.

"It just feels good to finish well, as much as we have struggled lately," said Lewis.

Team faces challenges at Food City 250

BRISTOL, Tenn. — The Civil Air Patrol Chevrolet team was plagued with problems from the start at the Bristol Motor Speedway for the Food City 250 Aug. 23.

In the end, Lewis finished the race in 39th position and fell two places in points to 21st.

As the green flag fell at the start of the race, you could feel the anxiety in the pit area as the crew waited to hear how the car was handling. By lap 10 Lewis was up to 28th. On lap 13 the first caution came out. Lewis told the crew that besides being a little tight through the center, the car felt good.

On lap 24 the second caution flag flew. Lewis worked his way to 25th position, but he told the crew he had to pump the brakes before they would grab.

On lap 33 there was a multi-car pileup, which Lewis avoided. During the restart, there was another multi-car pileup, but this time #46 ended up with severe left rear quarter panel damage.

"It's just so disappointing to be loading the car up early again. We started this race with such a great pit stop. But, as it usually happens at a track like Bristol, we suffered damage. Even after that we were on the lead lap. It's just so frustrating" Lewis said.

CAP RACING MERCHANDISE



A



B



C



J



I



K



H



G

L - 1/24th Scale

M - 1/64th Scale



D



E



F

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